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GRUMMAN
plane news

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They help keep Grumman on the move . . .

(pages 8-9)

'Concern for POWs'

"Help a POW/MIA family" is the word going around Grumman these days. And helping to spread the word are members of the Employee Services Offices staff, Norm Gandia of Business Development, who heads the compaign here, and a number of volunteers who have been helping with POW appeals.

You can help, too. There is a giant "swap" campaign being conducted on the West Coast to help provide financial aid to families of prisoners of war and those men missing in action. There are big prizes in the swap grab bag, among them a Tennessee Walking Horse, a 10-acre parcel of land in California, and a "mystery" car.

Contributions to "Concern for POWs" will provide financial assistance to POW families and will entitle the contributor to a chance at the 10 attractive prizes now held in the swap grab bag. ESO offices have tickets available, and the drawing for the prizes is set for July 4. Time's running out.

Honor Jim McDivitt

At the annual awards dinner of H. H. Arnold Chapter of the Air Force Association, held on May 25 at Huntington Town House, Walt Petersen of Engineering Administrators, Plant 5, was elected to a second term as chapter president. Brig. Gen. Jim McDivitt, the astronaut, got "Man of the Year" award for his contributions to the Gemini 4 and Apollo 9 missions.

Elect Houghton to CP post

Training & Development's Dave Houghton has been elected to the Board of Directors of United Cerebral Palsy Association of New York State. He has been active in the organization for some time and last year presented a paper before the national CP group in Denver on the subject of the Grumman-designed van for the physically handicapped.

Honorary degree for Courten

Dowling College has conferred an honorary Doctor of Science degree on Hank Courten, with this citation:

"Henry Carlton Courten, noted astronomer and gifted teacher, in sharing your great knowledge and inspiring us through your own limitless curiosity, you have instilled in us an unquenchable thirst for exploration. . . .

"You stand on the threshold of unlocking one of the great mysteries of our universe. You have been able to see in the heavens a planet that other eyes had left undetected and in your discovery you have awakened in our students a desire to join your search, bequeathing to them an enviable legacy."

Courten, who is an optical systems engineer in Product Support, Plant 4, teaches evening classes at Dowling and has become famous in astronomical circles for a theory that there is a planet in orbit between Mercury and the sun.

Houston bound. **If there were ever any doubt as to the size, complexity, and tremendous effort that went into the Space Shuttle proposal, a view of the packaged proposal would dispel any doubts. Above, five volumes of the nine-volume proposal are shown being transferred by Bob Gerard and Bob Lang to a Gulfstream II for shipment to Houston last month. At right, Fred Raymes, who led the Space Shuttle proposal effort, examines shipment as it is taken aboard the jet transport. (Photo by Jim Wagner)**

'Quiet plane' study goes to NASA

With noise pollution as the increasingly serious problem in the vicinity of urban and suburban airports, the Ames Research Center of the National Aeronautics and Space Administration last year awarded a $1½ million contract to Grumman/Boeing for a design study for a quiet short-takeoff and landing (QUESTOL) research aircraft. The Phase 1 design study was completed this week and is just now in NASA's hands, as are comparable studies from "the competition" — a McDonnell Douglas team and a Lockheed team. By September NASA will have decided which team is to receive a follow-on contract to build two research aircraft.

Purpose of the vehicle is to provide proof of concept for noise reduction and the externally blown flap (EBF) powered lift system. The powered lift system provides additional lift by the impingement of the turbofan exhaust on the flaps.

Should the Grumman/Boeing team be awarded the Phase 2 contract for design and fabrication, target date for delivery of the first of these two quiet airplanes would be November 1974.

Between December '72 and delivery, the design and manufacturing effort will be concentrated in the "Quick Response" facility in Plant 4. NASA is looking for an experimental shop approach, with a relatively small, closely knit group of people working in a shirt-sleeve environment: a "two-airplane program without frills," to quote QUESTOL Managers Irv Watman and Charlie Coppi. Joe Cipp is in charge of the Quick Response center. Program director for Grumman is Bill Fehrs. Harry Higgins and Jack Harshman head the Boeing team.

Many GII components

Four quiet GE TF-34 engines matched with the Gulfstream II size airframe appear to provide the proper match to meet the NASA objectives for a quiet STOL research aircraft, according to Gene Callaghan of Business Development. Many major structural and systems components of the Gulfstream II are adaptable to the QUESTOL aircraft, he says, including the cockpit section of the fuselage, wing box assembly, fuel system, and egress system: "extensive use of proven, off-the-shelf equipment." Boeing's part is to supply the high-lift system, the empennage, and the quiet nacelles.

Callaghan's summation of QUESTOL's mission: "This airplane is being designed to expose the minimum acreage to the noise pattern."

And now . . . the long wait

Grumman's oral presentation for the Space Shuttle was presented June 8 to the NASA Source Evaluation Board.

Following the four-hour presentation, the Company was asked to submit written answers to four additional questions. That task was completed June 15.

A decision as to which corporation will be the prime contractor for the Space Shuttle is expected on or about August 1.

In assessing the effort made by the Company team, Fred Raymes, who's directed the proposal activity, put it succinctly: "We couldn't have done anything more. . . ."

After the furiously paced work that went into the proposal, at all levels of the Company, day after day (and night after night, often into the wee hours), there came a sudden, jolting halt—and the pent-up energies seemed to have no place to go. The lull was, in a way, an emotional shock, for these people had not had many moments of relaxation. Suddenly, the heat was off; and it takes time to readjust. Enough time to refresh body and spirit before the hoped-for win.

All-out effort

Certainly, as Raymes remarked, it was an all-out team effort. And top members of management were there on June 8: Chairman of the Board of Grumman Aerospace Lew Evans; Senior Vice President Joe Gavin; Vice Presidents Ralph Tripp, Larry Mead, George Skurla, and Jack Buxton; and Raymes, Howard Wright, Emerson Fawkes, Bob Smyth, Joe Kingfield, Dan Linn, Andy Erdelyi, Ed Offenhartz, Joe Stalk, Bob Watson, and Jack Carroll.

Holiday Schedule

Holidays and staff vacations play a certain amount of hob with publication schedules, so stay loose, friends, and Plane News will come to you on this summer schedule:

Friday, June 30; Tuesday, July 18 (late because of that four-day July 4 weekend); Monday, July 31. (A day late in order to include the Grumman Family Picnic, which will be held on Saturday, July 22.)

Now, then, with July out of the way, the staff and the printer will go on vacation. The August issue of Plane News is scheduled for August 25. Back to regular schedule September 11 and 22. The Plane News office will be staffed all summer, so keep in touch.

Technical paper

For "the outstanding technical paper of 1971," Warren Weinstein of Guidance & Control, Plant 35, received the Metropolitan Navigation Award at the New York Section meeting of the Institute of Navigation last month. His paper: "Optimum Skew Angle Between Redundant Inertial Systems."

'Ace' high on Tomcat

Last week, the Navy's first "ace" in the Vietnamese conflict—Lt. Randy Cunningham—spent 80 minutes flying the Tomcat, and when he landed he remarked that "It's the easiest handling plane I've ever flown."

Nor was that all:

Cunningham also lauded Tomcat's maneuverability, visibility, and acceleration characteristics, pronouncing them to be "outstanding."

With him at Calverton during the three-day visit was Lt. (j. g.) Bill Driscoll, the rear-seat Radar Intercept Officer. Both were with VF-96 aboard the aircraft carrier USS Constellation.

Cunningham and Driscoll reached "ace" status by shooting down five enemy aircraft. Three of those five kills came during one flight on May 10.

Next step for Cunningham: Air Instructor at the Fighter Weapons School, San Diego, Calif., where he should have further flight experience with the Navy's newest air-superiority fighter.

Modular construction proving F-14 designed for production

"If there was ever an aircraft designed for production it's the F-14," says Tom Merritt, F-14 Product Manufacturing director.

Not only that, Merritt rates the Tomcat as "the paragon of the aircraft fighter world. It's really been underplayed and undersold. People often are surprised by how great the Tomcat is. That's not just an in-house judgment, which may carry a bit of bias; it's an assessment made by knowledgeable people, including highly qualified pilots, who've judged the plane's performance."

Also, the word is that Tomcat is an exceptionally "clean" aircraft, one that's done more in less time than any other plane in the world. Its test program is in high gear, and that's the way it was planned from the beginning.

Naturally, many factors must be taken into account in order to explain Tomcat's fine test performance. At the heart of it, of course, is its design concept. Not only was Tomcat designed to be the air superiority fighter in the world, it was designed to be easy to maintain. It may seem contradictory to call such a highly complex aircraft simple, but it isn't—if you take a look at how the Tomcat, from "birth," was to be fashioned. And that was what Merritt meant when he said the Tomcat was "designed for production. . . ."

Modular concept

In effect, Tomcat is not being fabricated in "the same old way." It's not a nose-to-tail concept with everything being strung out laterally. For example, the whole frame isn't built and then cables strung for the full length of the aircraft. Rather, construction is modular (or sectional): six separate modules, each built as a unit, are fabricated and later joined to make an aircraft at Plant 6 in Calverton. Plant 1 Manager Bill McLean explains the way it works:

"There's a Forward installation module, a Mid-module installation, an Aft module, an Inlet Duct and Glove module, and then Final Assembly Joining, followed by Final Installation and Test. Those six are reduced to four as the Aft and Inlet Duct and Glove are installed as one, as are the Mid-Module installatioins and Final Assembly Joining.

"Within those six modules are 15 "work packages" — job units under the direct supervision of a foreman. The foreman is the team leader and is responsible for all systems installations. Working for the foreman is a leadman who has 10-to-20 people to do the specific tasks. That leadman is a key to success of the overall system because he's the man responsible for budgets, schedules, and quality. He's on the stick all the way to make sure things go the way they should."

System working well

McLean says that the system—"once people understood it"—has been working well. "People like the system, basically because it makes it easier for them to function. Before, they might have had to go to four or five foremen to get the job done. Now it's just one."

So now the various work disciplines, such as electrical or mechanical, which used to be somewhat autonomous entities, now work together to fabricate a module. Coordination of all the disciplines is by one foreman," says Merritt, "to integrate them and set up operational sequences. This has brought about a concentration of complementary talents, closer control, better problem solving or trouble-shooting, and increased daily output. There's extraordinary visibility . . . and all of this results in cost savings."

"Beneath" the system, so to speak, is a parts kitting process. Kits are made up foı each day's operation, 30 days run to installation date. Each kit shows the job to be done. And there's a red dot on each package if a needed part is not present—a warning and an aid. With that sort of system, everyone on the job knows **precisely** where he (and the job) stands. The part shortages are tracked, too, at the Plant 1 Action Center. There's a listing there for each block of work to be done, and when it's done the block is filled in with crayon. The open spots — the white blocks — tell you something's missing. Sometimes, you can "work around" a material shortage, postpone action for a while; but when you can't, production stops—the worst thing that can happen to a program. But because of this new

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The aces. Lt. Randy Cunningham gestures as his rear-seat man, Lt. (j.g.) Bill Driscoll, and Cdr. Tom Cassidy listen to description of F-14 flight. Below, F-14 Project Pilot Bill Miller and Cunningham walk to Tomcat before flight. (Photos by Dick Sander)

Project SCORE surveying areas, aiming at safer, cleaner plants

The Congress of the United States has shown it recognizes the virtues of neat and safe working conditions in industry. Eighteen months ago it passed an act known as "OHSA"—Occupational Health Safety Act — and industry can soon be expecting periodic checkups from the Federal Government to see that proper standards are being observed in industrial plants throughout the country.

Senior Vice President Corky Meyer, director of Product Operations, has gone further and given Grumman Aerospace some guidelines for the Long Island plants. Eighteen months ago he issued a memo that said, "It is my intention to start a safety-through-cleanliness program in all production plants . . . (to be) called Project SCORE (Safe, Clean Operations Require Effort) . . . The benefits of this kind of program are many. Besides the most obvious ones of having a cleaner, safer place to work, good environment lends itself to better work habits and also employee morale."

And almost as an afterthought, although it is a real clincher: "The Company also stands to gain by having extra parts and tools returned to the stock rooms instead of being unaccounted for under somebody's bench." Meyer urged everyone to get behind the program "to make it a total success."

And that is what the Safety personnel, the foreman, and the shop facility personnel have been doing these past 18 months: cleaning up, putting away, observing eye safety protection practices. "It takes a little extra effort, but if it saves a guy from spending a few weeks in the hospital because he injured his eye or broke his ankle, it's worth it," said Dick Sanchez, manager of Corporate Safety.

If your department has cleaned up a number of hazards, bring the fact to the attention of the Corporate Safety team of Joe Oakes and Bob Moore in Plant 2, or Tom Markley in Plant 6. Competition in the Product Manufacturing Departments is lively, and is made more competitive by recognition of safety and cleanliness in the shop. Power Plant in Plant 6 just qualified for a plaque and poster. When the Moore-Oakes team finishes its rounds in Plant 2, other awards will be made to qualifying plants and departments, Sanchez said.

SCORE! Senior Vice President Corky Meyer 18 months ago inaugurated a program called 'SCORE'—Safe, Clean Operations Require Effort'—to make the Grumman plants cleaner and safer. Here the Steel Parts Assembly of Plant 2 is getting a checkup from Joe Oakes (L), Safety Operations representative, and Jack Emr (R), Corporate Safety engineer, with the help of Ken Gosline, department leadman. (Photo by Fred Annette)

Some accidents are eye openers

"It takes a little while to realize the full impact of an accident like that," said Vinny Delia. There he stood with the right lens of his safety glasses shattered, a broken drill in his hand. If he hadn't been wearing safety lenses, the April day wouldn't have looked quite so fair.

But Delia did have his safety glasses on, and now he belongs to the Wise Owls—the 50th Wise Owl from Grumman. He has been with the Company a little over six years, and he is one who firmly believes the ounce of prevention theory and the rule for wearing eye protection. "I've seen too many things happen," he says dryly.

Delia is in a busy department, the F-14 Major Sub Assembly in Plant 1. On April 5 he was drilling a steel splice plate using a .190 size drill on the drill press when the drill jammed in the hole, snapping off the cutting edge and rocketing it with such force that on impact his RX safety lens was shattered. "It was hard to believe," he recalls. "The lens really crunched, but my eye wasn't even scratched."

Last week Delia received a plaque and a Wise Owl pin from the National Society for the Prevention of Blindness, Inc., presented by Plant 1 Manager Bill McLean and Jack Jackovich of Plant 1 Safety. Delia was officially welcomed to that sage and select group of workers, the Wise Owl Club.

Wise Owl. Vinny Delia (2nd L), Major Sub Assembly, Plant 1, gets a plaque from Plant 1 Manager Bill McLean. His gift to himself was his right eye, saved by safety glasses when a drill broke. Chet Andrews, F-14 Structures supervisor is at left, Jack Jackovich of Plant 1 Safety at right. (Photo by Jim Wagner)

Frozen in motion

"I swear it's real!"

That, and many comments like it, have been heaped upon the sculpture-work of Plant 14's Harry Vreeland—for good reason: Harry pulled down "First in Show Professional World Championship 1972."

The winning piece was a wood carving of a ringed neck pheasant, a bird imported from China probably in the early 1800s. The life-like bird, painted in its natural colors by Harry's wife, Norma, was exquisitely detailed.

Harry started to fashion wood carvings of birds almost 30 years ago. "I used to do a lot of hunting," he explains, "and the hobby developed from that." His expertise was proved not only by his First Prize award but by his craftsmanship: he fashioned the prize winner in about 40 hours!

Tomcat production team readies final assembly move to Calverton

(Continued from page 3)

system, the missing items are identified instantly, and that little red dot keeps everyone aware of it . . . forcing action. And it works. Every work day there's a foremen-team leader meeting and those red dots are a center of negative attraction.

"Visibility," says Merritt. "It's the trigger to get things done on time. The red dot is one of the triggers."

Production team

Buttressing the system are the people responsible for F-14 production — Don Pilling for Material, Al Hall and Ron Musgnug for Detail Parts, Marv Greenberg and Phil Vassallo for Machining Operations, George Faeth and Augie Walsky for Electric/Electronic, Joe Greenberg and Bob Prais for Wings and Stabilizer, Jim Erickson for Over-Wing Fairings, Bob Heiter and Pete May for Fiberglass Details, and Vinnie De Stefano and Stan Wiercinski for both Final Assembly (Plant 6) and Final Test (Plant 7).

The organization and system, then, are well developed and ready for the switch from prototype building to modular fabrication.

Roughly speaking, from a production point of view, Tomcats One through 16 were built as prototypes, essentially made in Plant 1. The module approach began with Tomcat 17, also in Plant 1. Transfer will begin in October with aircraft 25; by February the transition with aircraft 36 will be finished. Modules being built in Syosset, Garden City, and Bethpage will then be sent directly to Calverton.

As expertise is developed in building the aircraft under the Modular concept the module (including personnel, procedure, and parts), will be broken off and incrementally transfered to Calverton for joining into a completed aircraft.

Every effort has been made to make that transition smoothly. A training effort has been under way for months—and one of its aims is to help people working in Bethpage but living in the Calverton area to "get back home." According to Merritt, "about 130 people are involved." That helps in the modular concept, says Merritt, because anyone on one job here in Bethpage will have gone through the job at least five times prior to going to Calverton, thus assuring continuity and job expertise.

But that's in the future. In the meantime, "What's been going on here at the Plant 7 ranch?" Well, Deputy Flight Test Manager Bill Burgess has a strong handle on that:

"In approximate terms, the flight action board looks good. 1-X has flown over 230 hours, No. 2 for about 217, No. 3 for some 58, No. 8 for about 62, and No. 10 for about 30. 1-X has been steadily opening up the speed envelope. The slow-speed aircraft, No. 2, has been testing the question of how slowly it can fly. The structural 'shake, rattle, and roll' plane, No. 3, has been testing loads at various sweep angles. And No. 8, well, that rascal's been testing performance . . . mission radius, maximum range (or endurance), climb performance, and so on."

Tomcat 13 appeared at the Transpo '72 show at Dulles International Airport in Washington, D. C. It also went to Lakehurst, N. J., Fleet mirror landing practice and later began a two-week MEI (Maintenance Engineering Inspection). It's to spend some four months in Calverton's huge anechoic chamber beginning next month, where it will simulate a full electronics countermeasures mission. As for No. 14, it is to go to Norfolk, Va., and be put aboard an aircraft carrier to verify the blast deflector aboard the ship. Then it returns to Calverton, where No. 15 is in Final Assembly. No. 16 is to be in Final Assembly in July. Tomcat 17 arrived at Calverton June 7.

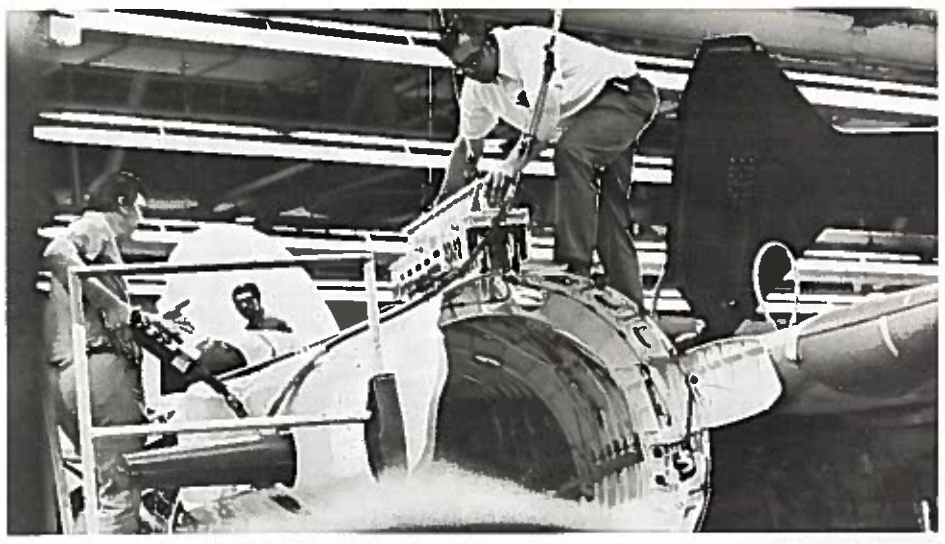
NPE coming up

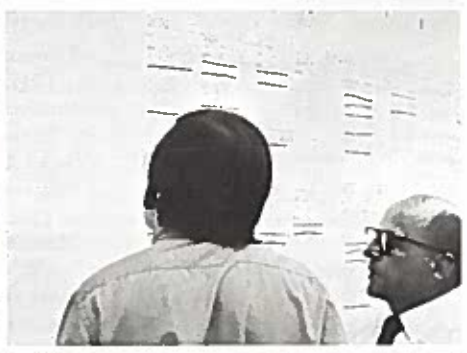
Tomcats 15 through 19 are scheduled for Navy training use; No. 20 is assigned to the Eglin Air Force Base's weather hangar to see how it stands up under extreme heat and sub-zero temperatures.

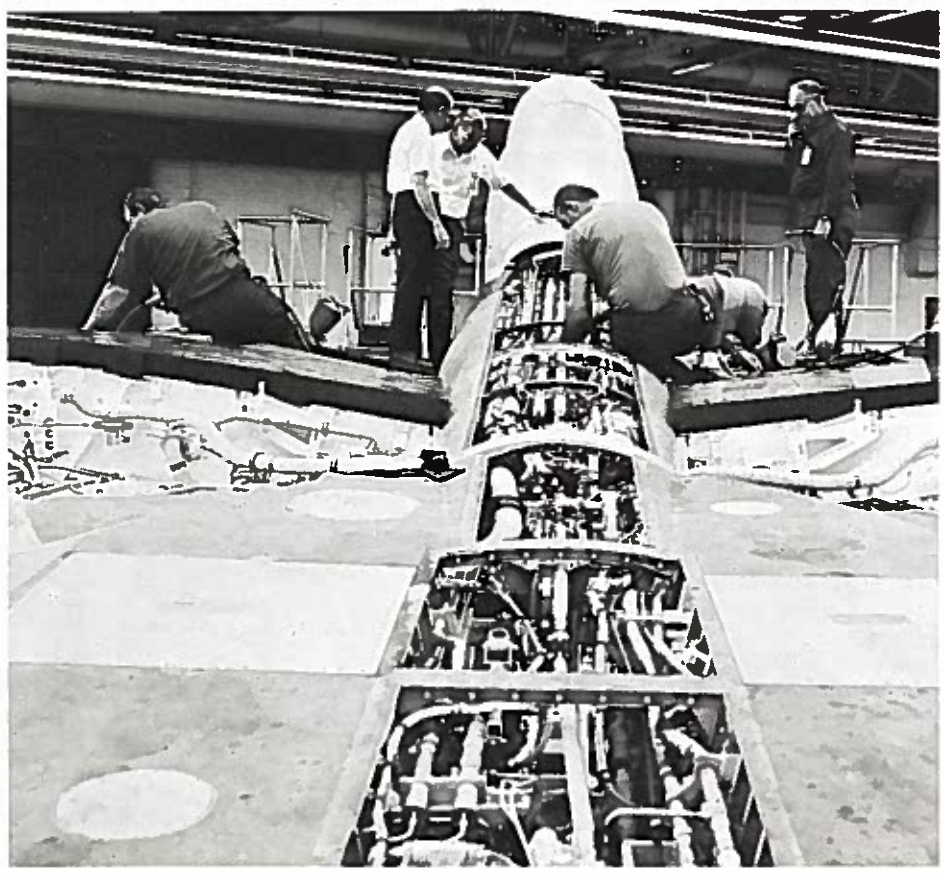
Next month, too, a second Navy Preliminary Evaluation (NPE) using Tomcats 2 and 8, will begin at Calverton.

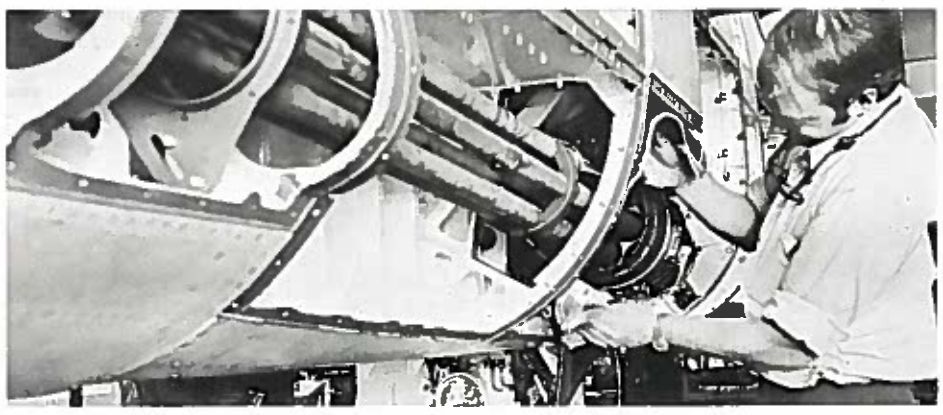
Nor is that the whole of Tomcat action. On the West Coast, at Point Mugu's Pacific Missile range, are Tomcats 5, 6, and 11, that are going through avionics/missile firings. In fact, a Tomcat has already successfully fired a Phoenix missile. Tomcat can also fire Sparrow and Sidewinder missiles, as well as drop bombs.

And another point bears mentioning: with the arrival of June, F-14 production in the major increases from two to three aircraft a month, "and we've got the capability to build 'em at a much faster rate. We hopefully will. Why not? When you've got the finest product on the world market, why not take advantage of that edge?" (F-14 production photos by John Boles)









service milestones

35

Elio Caprioglio, Veh. Tech. Mgt. & Staff (5)
Joseph Neknez, Instr. A/C Test (6)

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Carl H. Wennberg, Prototype (1)
Albert A. Petry, Fuse. Fwd. Sub & Maj. (1)
Zolton D. Horvath, Fuse. Join. (1)
Fate Walker, Maint. (1)
Charles W. Rathke, Prog. Mgt. F-14A (1)
Victor Matuza, Alodine (2)
John G. Gregory, Ctls. (2)
Sydney H. Palmer, Ctls. (2)
William Watson, Tanks & Ducts (2)
George Borezoski, Steel Pts. Assem. (2)
John Mazzie, Prop. Test (2)
Nicholas J. Simeone, Out-of-Prod. Spares (2)
Harold A. Lessmann, Tool Fab. Mgt. (2)
Walter J. Saccareccia, Proj. Prop. (2)
Alfred S. Dobler Jr., Assem. Meth. & Plng. (2)
Robert F. Giles, Marshal. & Fin. Tool Ctl. (2)
Charles H. Vanderhoof, Spec. Tools & Meth. (2)
Eleanor Reitz, Tel. Serv. (2)
Thomas J. Dowling, Engrav. (3)
Agastino S. Basile, Honeycomb Final (3)
Bernard J. King, Mfg. Test (3)
Frank P. Werner, Prod. Ctl. (3)
Warren A. Sondermann, Jigs & Fix. (3)
George W. Blake Jr., Flt. Oper. (4)
Harold W. Trombley, Prod. Ctl. (4)
Frank J. Hatajack, Instr. A/C Test (6)
Edward J. Luerssen, Preflt. Finals (6)
Henry V. Walsh, Prod. Ctl. (6)
Frank T. Sallese, Meas. Std. Lab. (12)
Donald S. Smith, Maint. (13)
Earl B. Morris, Prog. Mgt. - F-14A (15)
Lynn E. Radcliffe, Space Prog. (25)
Michael Marco, Mach. Pts. (30)
Vincent Rysanek, Flt. Avion. (33)
Francis X. Sabo, Tech. Direct. (34)
Eunice Titcomb, Sys. Rel. & Safety (35)
John G. Matich, QC Supp. (35)
William A. Wudte, Ctr. Sect. (36)
Howard Taylor, Minor Assem. (55)
Robert T. Coles, KSC Logist. (83)
John J. Danner, GSFC - Space Test & Oper. (84)

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Anthony Bernardis, Hyd. (1)
Alfred Pucci, Preflt. Finals (1)
John Holsten, PPO - F-14 (1)
Arthur E. Kumm, Equip. Lines (1)
Joseph H. Volmer, Tanks & Ducts (2)
Stanley A. Arbatowicz, Hyd. (2)
Howard C. Stahl, Insp-Mech. (2)
William Greenhalgh, Sma. Pts. Fab (3)
Harry Verity, Wing Sub-Assem. (3)
Nathaniel W. Schnurman, Instr. Plng. (5)
Fred S. Trusnovec, Instr. A/C Test (6)
Dominick D. Taurone, Hyd. (6)
Walter G. Maus, Instr. Plng. (6)
Stanley W. Urkiel, Flt. Avion. (8)
Jacob G. Froehlich Jr., Prod. Ctl. (15)
Albert C. Doty Jr., Trans.-Oper. (20)
Richard Smalling, Fbgl. (27)
James Skoch, Sub-Assem. Maj. (27)
Curtis C. Vanvalkenburgh, Environ. Ctl. Des. (35)
Richard T. Gibney, QC Supp. (35)
Byron B. Calomiris, Prod./Mach. Engg. (87)
Stuart S. Taylor, Prod. (88)
Gerald D. Fogel, GDS Mgt. (41)

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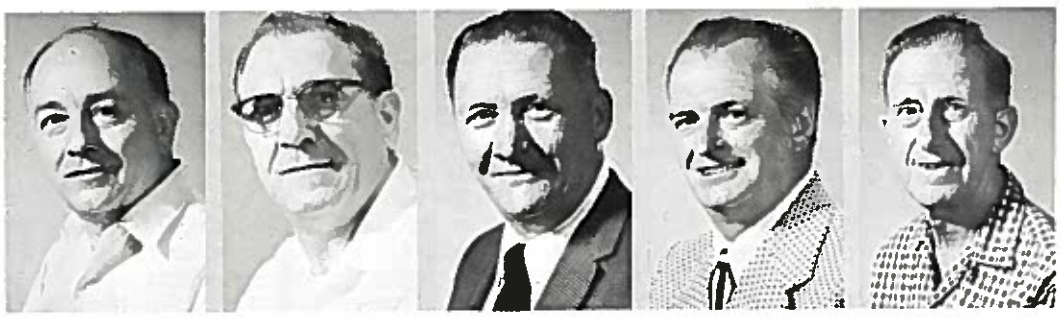
Douglas A. Eve, F-14 Prod. Ctl. (1)
Charles Mullen, F-14 Mfg.-Mat. Ctl. (1)
John Caligiuri, Struct. Des. (1)
Robert V. Reinig, Prod./Mach. Engg. (1)
George Druhak, Proj. Engg. (1)
Joseph Stissi, Press (2)
Frank W. Rose, Tanks & Ducts (2)
Theodore R. Coleman, Steel Pts. Assem. (2)
Vincent J. Kurtz, Wing Inner Panel (2)
Joseph Colletti, Mach. Shop. (2)
Norbert C. Hansen, Plans & Prop Mgt. & Staff (2)
Michael Gillen, Jigs & Fix. (2)
Worth R. Perry, Templates (2)
Joseph Croce, Jig Details & Sub-Assem. (2)
Walter G. Richter, Tool Ctl. (2)
Paul J. Kanzler, M.E. Mgt. & Staff (2)
Ronald C. Cogliati, Spec. Tools & Meth. (2)
Vernon R. Vincent, Insp-Mech. (2)
Harold V. Kennedy Jr., Press (3)
Maurice Fasano, Convent. Mach. (3)
Joseph F. Clair, Sma. Pts. Fab (3)
John Magliano, Sma. Pts. Fab (3)
William F. Blaise, Pts. Paint (3)
George La Rosa, Honeycomb Prep (3)
Edward J. Donahue, Mach. Oper. (3)
Harley B. Arnold, Mach. Oper. (3)
Richard G. Thompson, Prod. Ctl. (3)
Leonard E. Emeigh, Dispatch. (3)
Thomas K. Tracy, Insp-Mech. (3)
Samuel M. Krameisen, Facil. & Supp. (5)
William D. Steenson, Resource Mgt. & Staff (5)
Thomas E. Fessenden, Comp. Mgt. (5)
Margaret M. Armstrong, Commun. Rel. (5)
Raymond E. Weick, Mfg. Test (6)
Alex Meyer, Calverton Whses. (6)
Charles J. Hubner, Mach. Shop (6)
Robert B. Powers, Flt. Dev./Oper. (7)
John Asmussen, Plastic/Plaster Tool. (11)
Charles E. Eisele, Maint. (12)
Dominick Codoluto, Maint. (12)
Lawrence F. Gitto, Meas. Std. Plng. & Ctl. (12)
Robert A. Denzler, Elect. Test (14)
Anthony Pettignano, Trans. Oper. (20)
Charles Somelofski, Trans. Oper. (20)
Thomas J. Hughes, Crit. Mat'l. Ctl. (24)
William H. Garing, Prog. Pro. Org. - Space (25)
Joseph Wolf, Equip, Lines (25)
Rodney Lum, Ctls. & Mech. (25)
Donald G. Seagraves, Maj. Assem. (27)
John P. D'Amato, Maj. Assem. (27)
William Tennant, Invent. Ctl. (30)
Robert R. Roscigno, Invent. Ctl. (30)
John H. Ohlmann, PT/Proj. Engg. (30)
Gladys C. Meyer, Prop. Acctg. (30)
Horst J. Fuhrmann, Avion. Prod. Mgt. & Staff (33)
Joseph A. Congero, Jr., Avion. Prod. Mgt. & Staff (33)
Evard Prescod, Prod. Rel. & Ana. (33)
Stuart H. Smith, P/S Pubs QC (34)
William J. Maffia, Ctr. Sect. (36)
Vincent E. Crevoiserat, Surf. & Assem. (36)
Frank V. Cataldi, Hull Assem. (36)
Thomas J. McKeegan, Ind. Engg. (36)
Claud K. Chamblin, Maint. (36)
James J. Joyce Jr., QC (55)
Donald Russo, KSC Mfg. Shops (83)
Alden L. Rogers, West Coast Ofc. (87)
Richard J. Edwards, PPO - F-14
Robert S. Killian, Prod. (88)
Francis X. Langdon Jr., P/S A/C Site Mgt. (88)

15

Albert L. Crevoiserat, Fuse. Fwd. (1)
James J. Taffner, Elect. Fab (1)
Guydon Cargulia, Struct. Ana. (1)
Richard A. Dare, Prod./Mach. Engg. (1)

(Continued on page 10)



A. Bernardis | A. Pucci | J. Holsten | A. E. Kumm | J. H. Volmer

S. A. Arbatowicz | H. C. Stahl | W. Greenhalgh | H. Verity | N. W. Schnurman | F. S. Trusnovec | D. D. Taurone | W. G. Maus | S. W. Urkiel

Vogel, Balan find cost-cutting ideas bring big Bond payoff

Al Vogel has had to flatten down the U.S. Savings Bonds he has been buying on the Payroll Savings Plan to make room for $950 worth of crisp new ones, earned for a Project Sterling suggestion he turned in last year. "It's found money," he said. "Think I'll keep it for a rainy day."

He drew top billing among the award winners named by the Project Sterling Awards Committee at its May meeting. Vogel's idea saved nearly $10,000 in its first year.

Vogel's winner: he made a study of the cost of end-mill cutters for cutting rounded inside corners (a radius in a machined part, for example) and found that, because the rounded, or ball, mills are not used extensively, they are relatively expensive in small quantities. He suggested converting sharp-corner end mills to the ball radii end mills as required, instead of stocking them. Total cost of purchasing a sharp end mill and then grinding it to a ball shape is less than the supplier charges for the finished ball end mill, he said.

Vogel, formerly of Plant 11A, works in Plant 2 Machine Shop Exchange Crib. He's a 14-year man, and his wife, Lorraine, is in the superintendent's office in Plant 5.

Inflatable idea

Sam Balan, formerly of Plant 35, who now works in Plant 15 on the E-2C Program as a Loads and Dynamics design engineer, had such a practical and cost-saving idea for static testing of aircraft structure that he earned a $750 award, even though the idea is somewhat job-related. What will he do with such an award? Cash in some of the bonds he's been buying through payroll savings all these years "and air condition the house."

His winning suggestion was to use commercially available air inflatable bags as a method of applying static loads (which simulate flight loads) on aircraft wing and stabilizer surfaces. These fabric-reinforced rubber bags are ordinarily used for dunnage, or "padding," to keep loads of cargo from shifting in transit. When applied to aircraft testing, the bags provide more realistic distribution of loads, at lower cost, than the usual combination of hydraulic actuators and "whiffletrees." And they're relatively cheap. (Mil Griffiths, head of the Structual Test section, has extended application of the idea to pressure-testing of other surfaces: engine inlet ducts, aircraft fuel cells, and access panels, and he estimated the total savings the first year to be about $16,000 with much bigger potential.

Balan has been with the Company 13 years, and he and his wife have two children, 3 and 1. Balan's hobbies are reading and serious photography.

On suggestion list

Other awards included:

$250: John C. Archibald, Tool Shop, Plant 2.

$225: John Butts, Fuselage Sub-Assembly, Plant 1.

$200: Charles J. Friedrich, Structural Test Engineering, Plant 5.

$150: Paul Lieb, Tooling Machine Shop, Plant 2.

$100: Joseph I. Kasten, Fuselage Assembly, and John J. Klopp, Electrical Fabrication, both Plant 1; Edward Leonard, Inspection - Manufacturing, and Larry Mannino, E-B Welding, both Plant 2; William Mena, Paint, Plant 3; Otto Peters, Requirements Planning, Plant 30.

$75: Benjamin Stutz and Vincent J. Lambert, Sub-Assembly, John Zator and Ralph Warren, Fuselage Joining, all Plant 1; Robert W. Tiedemann, Templates, Plant 16; Edwin Cooley, Jigs & Fixtures, Plant 27; John J. Maloney, General Purchasing, Plant 30.

$50: Joseph F. Cinquemani, Vincent J. Lambert, and Benjamin Stutz, all Sub-Assembly, Plant 1; Arthur Vitoch, Machine Shop, Plant 2; Gustavo L. Hudo Jr., Wing Final Assembly, and Edward J. Kavanaugh, Tank Assembly, Plant 3; George Pekar, Plant Stores, Plant 27; Ernest A. Andrews, Equipment Maintenance, Plant 34; Michael A. Gajdos, Engineering Administrators, Plant 35; Adam Wolynski, Jig Details, Plant 36; Frank M. Faruolo, Warehouses, Plant 37.

Cutting idea. Al Vogel (L) of Plant 2 Machine Shop, shown with Tom Wright, earned $950 in bonds for cutter improvements. (Photo by John Boles)

Air bags. Mil Griffiths, Structural Test head, demonstrates to Sam Balan, who got $750 for suggestion, how his idea is being used. (Photo by Bob Settles)

Plant 1 'fertile' for F-14 ideas

"Some very good suggestions are coming out of Plant 1 these days," said Joe Milillo, head of Corporate Suggestions, last week. "While the number of suggestions for some reason usually goes up in April, this year's total is the highest it's been, and we're seeing a lot of useful time-saving ideas being filed. Perry Pavese of our staff, a 39-year man with a rich background in Final Assembly and Flight Development, goes to Plant 1 every Thursday, and to Plant 2 on Tuesdays and Wednesdays. Other days he can be reached on Ext. 87311 in Plant 5."

Pavese notes that the F-14 assembly departments are "a fertile field" for new tools and methods, with Departments 028, 042, 045, 059, and 066 vying for honors. "Our office staff senses an atmosphere of competition over there," he says. "The fellows 'play percentages' and they don't get boxed-in on one turn-down. They keep thinking. Some of the ideas win, and some don't. There's one guy who has turned in 25 or more suggestions. That's what we like. Sometimes, walking around over there, I can see a time-saving tool or process that the one who originated it just thought of as a way of making his work easier. He may just need a little nudge. Some are lax about filling in the form. But it's not hard to do; just has to be filed within three months of implementation."

Now that Pavese is making regular visits, he's looking for more rivalry and more ideas coming in from both Plant 2 and Plant 1. "The F-14 Program is new, the construction is new, and there are bound to be areas for improvement," Milillo said. "We're getting some good ones. We're more than happy to consider every one."

Flight Safety offering 'man-of-year' award

There is a new award structure for Grumman's Flight Safety Award Program, and a new annual award for the best Flight Safety suggestion. This annual award will be an Acutron watch, to be presented for the first time at the annual Project Sterling Award-of-the Year luncheon next year.

Project Sterling certificates, worth $3 each, will be awarded for acceptable flight safety suggestions. These certificates may be exchanged for any item in the Employees Service stores—or 12 Project Sterling certificates stamped "Flight Safety" can, when accumulated, be exchanged for a flight safety jacket. "Really outstanding suggestions will be referred to the Corporate Suggestion Office for Savings Bonds in addition to the Flight Safety award," said Bill Rasmussen of Flight Safety.

Send to Suggestion Office

To file Flight Safety suggestions, use the standard Employee Suggestion form G799 and submit it to Corporate Suggestions, Plant 5. Applicable suggestions will be forwarded from there to the Flight Safety Award Committee.

Flight Safety Award Committee members are available for rules clarification or assistance in the preparation of Flight Safety suggestions. Ed Campbell, Flight Safety Award administrator, is committee chairman, and the members are George Fileman, Manufacturing, Plant 7; Ed Chlanda, Manufacturing, Plant 6; Hank Wernikowski, Quality Control; Barry Brandow, helicopter rescue pilot; Frank Jagger, System Safety, Bethpage; John Kokinski, Point Mugu; Bill Bedell, Stuart; Dave Buxton, Savannah.

CALENDAR of events

The Calendar of Events will appear in the next issue, June 20 deadline, and then will be discontinued until September.

Am. Radio Club: Sat. & Sun., June 24 & 25, 11 a.m., McKay Field ARRL Field Day exercise. Emmett Goodman, Ext. 87125.

Chess Club: Tues., 5 p.m., Plt. 3 Cafe, tournament, games. Alex Ikonnikow, Ext. 7592.

Coin Club: Every Wed., 12:05 p.m., Plt. 25 Vendor Conf. Rm. Ken Hale, Ext. 3395.

Duplicate Bridge Club: Club will not meet for the summer but will resume again in the fall. S. Stone, Ext. 3652.

Ex-Servicemen's Club: Vets counselor avail. alter. Thurs., Plt. 2 ofc. (nr. lobby) Ext. 2814. Al Kordula, Ext. 87259.

Family Campers: Fri. thru Tues., June 30 - July 4, Hidden Acres, Compass, Pa., rally. Bill Lord, Ext. 2914.

Flying Club: Fri., July 14, 5 p.m., Plt. 28 audit., reg. mtg. Stan Kalemaris Ext. 7341.

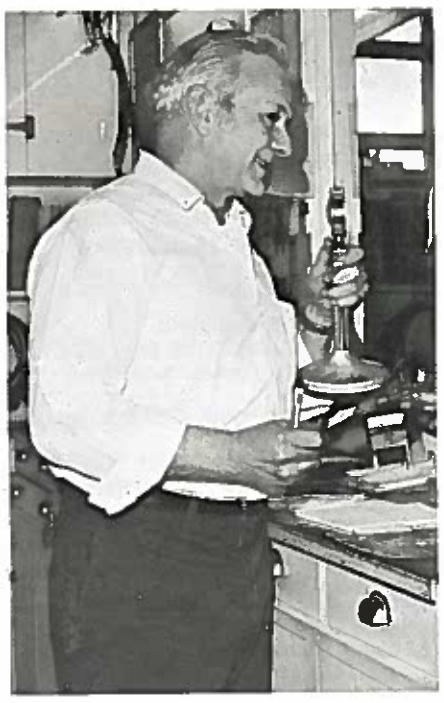
Old Friends Club: Tues., June 27, 7:30 p.m., Plt. 28 rm. 2, mo. mtg., summer activities. Frank Mistretta, Ext. 86501.

Retiree Club: Wed., June 28, 12:30 p.m., Holiday Manor, lunch. mtg. GAA, Ext. 2133.

Stamp Club: First 3 Wed. of ea. mo. at 5 p.m., Plt. 30 cafe, swap, circuit bks., sales, auctions. M. Harow Ext. 9172.

Cut-rate tickets

To help you plan some summer fun nights, Grumman Employee Service Offices are offering reduced rate tickets for two attractions: "Fiddler on the Roof" at U A Cinema 150 Theatre in Syosset and "The King and I" at Jones Beach Theatre.



They help keep Grumman on the move

You see the trucks, the vans, the forklifts, the buses, the cranes . . . and you see it all so often that it becomes a natural part of the scenery, something so commonplace that you usually take it for granted. But yet, this area of activity—Transportation—is a sort of business within a business that's essential to the Company's survival.

Just a glimpse of one part of the Transportation Department's job gives some insight into its size and significance:

In Plant 2 alone, Transportation moves about **200 tons of material each day!** The average figure for Plant 3 is 115 tons per day . . . and that adds up to a lot of movement, loading and unloading materials, components, sub-systems, and so on.

"When you get right down to it, that's our number one job," says Les Quarry, who's headed Transportation since its inception in 1940. "We move materials safely and on time so that production lines move efficiently. It sounds simple, but it isn't. There's a lot of traffic, an awful lot of it."

Quarry's assistant, Jack Lee, was quick with the bookwork on that, totaling TMT (Ton Mile Tax) figures over-the-road (as distinguished from intra-plant movement of materials):

Impressive figures

"Our TMT in New York State runs to about 35 tons per month, or 420,000 a year. Add that to other areas we service —Glen Arm, Sterling, Greenbelt, Patuxent River, and occasionally the Naval Air Station in Norfolk—and you get 620,000. The over-all is 1½ million ton-miles a year! And each of our drivers is responsible for each load he carries."

The ton-mile figures are impressive in themselves, but driving isn't the be-all and end-all. As Quarry points out, Transportation is responsible for all maintenance of all Company vehicles (except aircraft).

"To do that," says Quarry, "we have 43 mechanics at the main garage in Bethpage and half a dozen in Calverton. What do they service? Well, there are more than 335 cars, trucks, buses, tractor-trailers, vans, panel trucks, and so on."

And Harry Frederickson, foreman of mechanics, also mentioned that well over 200 non-highway vehicles had to be maintained—vehicles such as forklifts, mules, totes, ponies, and tractors to tow aircraft. There are specialized pieces of equipment, too. For example, since the runways at Calverton have to be kept clear, regardless of weather conditions, Harry Milne's Transportation crew at Calverton must maintain and use snow blowers, snow plows, and

(loosely speaking) motorized "sweepers." Says Lee, "Those sweepers are of great importance. When you're dealing with jet planes, which can suck up stones and chunks of dirt and things like that, you have to be extra careful; you could easily ruin an engine if runways and taxi strips weren't cleaned of possible debris."

So again, wherever you go, the emphasis is on safety and thoroughness and efficiency, which, according to dispatcher Frank Marchese has increased markedly because of the use of two-way radio systems.

All-around service

"It should be mentioned, too, that we service all Company-owned cars, such as those assigned to ESO (Employee Services Office)," Quarry says. "We're also the guys who maintain that huge 35-ton crane in Peconic and take care of a lot of stationary equipment—air compressors, fire pumps, sanitation pumps, that kind of thing. . . ."

In sum, Transportation keeps things moving, literally.

And one other thing comes to mind: Have you, or anyone you know, been up against that distressing situation of racing from the plant to your car in a rainstorm, or plodding your way through snow and slush, only to discover that the blasted mechanical animal refuses to do your bidding? There you are . . . hung up. So what did you do? Right! You've called the garage, Quarry's men. Pretty soon one of them shows up to give you a start, or a push. It's one of those invaluable services that turns anger and frustration into something much less volatile.

Transportation: they help Grumman really to stay on the move. (Photos by B. Settles)

Pick Zimels for jackpot prize in U.S. Savings Bond drawing

Louis Samberg of Maintenance stopped what he was doing to watch the proceedings Thursday morning, June 8, on the main assembly floor of Plant 1. At 10 o'clock the white drum was given a final twirl and Tom Merritt, Plant 1 general manager, drew out the name of the first prize winner in the U.S. Savings Bond campaign. The name was Robert Zimels' of Operation Planning & Budgets, Plant 25. Everybody applauded politely, although they didn't know Zimels. They pictured his quandary that night when he would begin to consider which of 24 prizes he would choose. Perhaps the Magnavox 25-inch color TV-stereo? Or a two-week trip for two to Hawaii? Or to Europe?

Eye-witness

Merritt dug deeply into the stubs in the drum. He pulled out a second winner and handed the stub to Gus D'Errico, the major domo of Grumman's big Savings Bond campaign. D'Errico read the name: "Louis Samberg, 01-306-51914." A roar went up from the onlookers, Everybody in Plant 1, it seems, knows Samberg. Some knew that his wife, Anne Samberg, had worked in Payroll until ill health forced her to retire. Now she and Louis could claim one of those expensive household appliances, or go on a trip to Europe, or take a cruise. Samberg just couldn't believe it. Neither could Ed Kern of Simulation, Plant 15. The day of the drawing was his 49th birthday. Three days before, he and his wife had had their 23rd wedding aniversary. How celebrate? He was going to take the list home and let her make the choice.

There was Nick Kiritsis, Number 16 on the list but still faced with multiple choices. A cruise looked inviting, but Kiritsis was lured by Las Vegas. "We've been there many times on our way to or from California. Love that hot weather. We'd enjoy being there again," he said.

Plant 1 gave another of its own a big hand and offered to escort her if she would choose a trip. Winifred Hores of Food Services, Plant 1, was floating around with a great big smile, contemplating all the places she might visit. Her name was Number 10 on the Hit Parade.

And so there were some happy hearts as ESO called around the Company to notify 24 winners. Nothing about the drawing was fixed. Every bond-buyer had a stub in the white barrel. Among the winners, 15 plants are represented, including one in California. Ironically, Plant 55 in Savannah, the plant with the highest percentage of participation, didn't happen to have a winner. They can take comfort in the fact that they led all the rest in the drive with a rugged 98 percent of participation. "They did a fantastic job down there," D'Errico said.

Over 22,000 in plan

Over 22,000 employees joined in making this Savings Bond campaign a success. They included employees subscribing, starting (or restarting) a bond deduction, or increasing deductions, as well as newly hired or rehired employees starting bond deductions. "And 'though the bond campaign was officially over on May 12, we're still getting requests for increased payroll deductions," reported Pam Sechrengost of the Bond Department, who keeps track of such things. "I guess they're convinced U.S. Savings Bonds are a good investment."

These were the winners. Their choices, made last Tuesday, will be listed in the next issue of Plane News.

Bond drawing. Of all the names pulled out in U.S. Savings Bond drawing, Louis Samberg's drew the biggest response from his Plant 1 friends. Officiating at the selection are John Koloski (L) of ESO, Tom Merritt (R), F-14 Product Manufacturing director, and Gus D'Errico, ESO head. (Photo by John Boles)

1. Robert F. Zimels, Operation Planning & Budgets, Plant 25
2. Louis Samberg, Maintenance, Plant 1
3. Donald Weinhardt, Flight Avionics (nights), Plant 8
4. Martin Graw, Engineering, Plant 83, KSC
5. Edward R. Kern, Simulation (FEMS Room), Plant 5
6. Perry Schwartz, Digital Engineering, Plant 15
7. Theresa Hettinger, Power Plant & Environment Staff, Plant 35
8. Harry Volz, deputy director, Security & Personnel Services, Plant 28
9. William Conway, Materials Sub-Countracts, Plant 88, Point Mugu
10. Winifred Hores, Food Services, Plant 1
11. Adam Wolynski, Jig Details & Sub-Assembly, Plant 2
12. Martin Boltan, P/S Digital Engineering, Plant 15
13. Robert Bynoe, Facilities Maintenance (nights), Plant 12
14. Michael Gajdos, Engineering Administrators, Plant 35
15. James Scanlon, P/S Field Service Management, Plant 15
16. Nicholas Kiritsis, Support Equipment Production, Plant 5
17. Charles Remmert, Steel Parts Assembly, Plant 2
18. William Shephard, Laboratory Management & Technology, Plant 14
19. Joe Vormittag, Parts Paint, Plant 3
20. Alexander J. Williams, Requirements Planning, Plant 30
21. William Carpenter, Pre-Flight Finals/Systems Installation, Plant 6
22. George W. Lamb, Corporate Audit & Procedpres, Plant 30
23. Vincent Seidita, Analog Hybrid Computers, Plant 35
24. Herbert Timmerman, Fabrication (nights), Plant 5

service milestones

15

(Continued from page 6)

Alfred Strazza, Prod./Mach. Engg. (1)
Stanley J. Yoniak Jr., Press (2)
Dominick Torrusio, Spec. Tools & Meth. (2)
Anthony Romeo, Maint. (2)
Andrew Farrell, Convent. Mach. (3)
John D. Chenery, Parts Paint (3)
Amza A. McCarthy, Parts Paint (3)
John C. Goetke, Fuse. Assem. (3)
Paul M. Grossi, Honeycomb (3)
James Panos, Ctl. & Mech. (4)
Christopher F. Gagomiros, Air Traf. & Radio Comm. (4)
Charles J. Savatteri, Performance (5)
Henry A. Belay, Engg. Oper. Mgt. & Staff (5)
Arthur Sholinsky, Bus. Dev. (5)
Robert K. Allen, Bus. Dev. (5)
Peter J. Lapinski, Train. (6)
John C. Peper, Elect. Test (7)
Stephen B. Honig, Aerodynamics (7)
William R. McGrew, Air Traf. & Radio Comm. (7)
Herbert E. Gilcher, QC Lab (10)
Earl Jackson, Maint. (14)
Richard E. Vanvalkenburgh, Software Dev. (14)
Henry Janiesch, Rad. Freq. Equip. (14)
John R. Cartmell, Struct. Des. (25)
Sidney Leinoff, Struct. Des. (25)
Marcello Romanelli, Ctl. & Mech. (25)
George A. Hendry, Metal. & Weld. Engg. (25)
Emmanuel Pasyanos, Dynamics (25)
Joseph A. Rietschlin, Traj. Anal. (25)
Kenneth W. Loughran, Pwr. Gen. & Conver. (25)
Gabriel Bascianelli, Drafting (25)
Albert D. Anderson, Space Prog. Staff (25)
Orlando D. Pennino, Ctr. Sect. (27)
George W. Bilzi, Mat'l. Acctg. (30)
Catherine A. Gagliardi, Bus. Dev. (30)
Ronald C. Rossbach, Crew Sys. (34)
William A. Morrissey, P/S Supp. Equip. Serv. (34)
Erastus E. Rose, Prog. Mgt. EA-6B (34)
Robert L. Grossman, Fluid Mech. (35)
Harvey Sperling, Traj. Anal. (35)
Gerard T. Loughran, Aux. Sys. & Arma. Ctl. (35)
Richard C. Jenkins, Fluid Mech. (35)
Robert F. Woodwell, Prod. Mgt. OPS/STF (77)
Thomas P. Forbes III, KSC Base Mgt. (83)
George R. Burton, KSC Mfg. Shops (83)
Mary F. Tartas, Engineering (88)
Philip Angeillo, ECO Systems
Anthony De Ruggiero, GDS (40)

J. G. Froehlich Jr. | A. C. Doty Jr. | R. Smalling | J. Skoch | C. C. Vanvalkenburgh | R. T. Gibney | B. B. Calomiris | S. S. Taylor | G. D. Fogel

Pro-Am comin'

The pros are coming to town! On Monday, July 3, 50 of the top touring golf professionals and a number of sports and entertainment celebrities will compete in a one-day pro-am at Colonie Hill Golf Club for the benefit of the American Cancer Society.

Chi Chi Rodriguez, J. C. Snead, Tom Shaw, Curtis Sifford, Davy Marr, Gibby Gilbert—those are but six of the touring pros you can see at Colonie, along with sports stars Whitey Ford, Joe Namath, Rick Barry, Bob Tucker, John Schmitt, and Don Maynard.

Care to spend a day in the sun, watching the pros and celebrities? The Grumman Athletic Association has tickets—$8 apiece—for the event. Make out a check to the American Cancer Fund. According to GAA PGA member Mike Cherry, it's tax deductible.

Tee party

There are a few berths still open for the Mixed Pinehurst scheduled for Wednesday, June 21, at Bethpage State Park. Greens fees, $4 apiece, are payable at time of reservation to Mike Cherry, GAA, Plant 28B. In a Mixed Pinehurst, each team member tees off, plays his or her partner's drive on the second shot, and then they select the better positioned ball for the third shot, continuing to play it alternately until it is holed out.

Tee-off time is scheduled between 4:30 and 5:30 p.m. at Bethpage and following the nine-hole play, there will be a drawing for kickers prizes in the clubhouse.

More 'aces'

It happened again—not once, but twice. Although scoring a hole-in-one may seem difficult to most golfers, there seems to be an unusual amount of aces registered so far this season.

In recent play, Al Goudis and Jim Avino of Plant 1 sank holes-in-one, Al while playing at Douglaston Park, and Jim while touring Tall Tree at Rocky Point.

Goudis used a four-iron to sink his ace on the 165-yard 15th hole at Douglaston; Avino dropped his hole-in-one on the 130-yard 14th at Tall Tree while swinging a five-iron.

Big game

Tickets for the Army-Nebraska game at Michie Stadium, West Point, are on sale at the GAA office in Plant 28B. The Cornhuskers are scheduled to meet the Cadets on Saturday, September 23, with game tickets set for $6 apiece.

Bus accommodations are also available for $3.25 each (which makes a total of $9.25 for game ticket and bus).

Pistol champs. Looking over some of their trophies with Vice President Tom Rozzi (C), Al Berka (L) and Lt. Joe Oliveri (R) of Security have good reason to smile. They couldn't have been better in two matches earlier this month, including a two-man team event sponsored by the Suffolk Police. Berka and Oliveri hit perfect 600 scores to win the two matches. (Photo by Bob Settles)

Rice displays hot target hand in all-around challenge match

It wasn't "Shoot-out at OK Corral"—and maybe that's lucky—but it was a challenge match over a National Match Course between the Grumman Rod & Gun Club and the Babylon Rod & Gun Club. When the gunsmoke had cleared away, the statistics revealed that Grumman had dropped both matches—centerfire (.38 and .45 caliber) and rimfire (.22 caliber)—to the Babylon squad.

Dave Rice helped Grumman salvage some prestige, however, as he captured both individual laurels, shooting 279 in a 1,031-1,071 .22 caliber defeat, and 280 in the 985-1,018 center-fire loss. Phil Boehm of Grumman also scored well, finishing second in .22 competition with 273 and third in .38 action with 266.

Earlier, the Grumman center-fire team lost to Meadowbrook Gun Club, 1,030-1,072. Dave Rice hit 284, Art McKee, 264, Ron Trenker, 242, and Joe Slattery, 240. The loss gave Grumman a 4-6 record in the South Shore league final standings.

Standout averages for Grumman this year were:

Center-fire—Al Berka, first master, 276.14; Phil Boehm, first expert, 243; Bill Klusmeyer, first sharpshooter, 258.66; Joe Slattery, first marksman, 211.

Ram-fire—Al Berka, first master, 279.35; Hank Chau, first expert, 269.09; Mike Baumgarten, first sharpshooter, 263.45; Ron Hughes, first marksman, 247.58.

Savannah outing. Scotty Smith (2nd R), receiving trophy from General Manager Al Lemlein, captured first place in golf tourney last month after playoff with Al May (second) and Chuck Barrow (third).

Really big day on tap July 22

That big, booming bargain, the Grumman Family Picnic, is all in order for Saturday, July 22, on the picnic grounds at Calverton, and Gus D'Errico, whose practiced touch just about guarantees a sunny day and a glittering array of amusements, says, "Enroll your youngsters right away if you want them to appear in the Junior Glove event." Registration form is in this issue. John Koloski of Plant 1 ESO handles the matches, and he will make sure the contestants are evenly matched. Pre-registration is required. Then the kids have to weigh in at 11 a.m. on picnic day. Twenty-five pairs will be chosen at that time.

A walloping big surprise is waiting for the children this year, and it should cut down on the waiting time for other rides by absorbing about six dozen kids at one gulp. It's the Caterpillar, now being installed just south of the lusty Carousel. It's just scarey enough to bring some howls as a canvas cover envelops the riders in temporary darkness on their whirl around the track.

Then, of course, the littlest ones will enjoy the mini rides and the two clanging trains, and they'll all be waiting to ride the Carousel and maybe the Octopus. Free refreshments will be dispensed in tents, and at 1 o'clock an hour of outdoor vaudeville will give everyone a chance to sit on the grass and be entertained.

Races and prizes and music for dancing—it's all wrapped up in the bargain. Tickets for adults are $2 each; children under 12 go free. Admission is restricted to Grumman employees and members of their families living in the same household. Tickets will soon be available through USO. Pack up your picnic chairs and get ready for the biggest bargain of the summer. Gates open at 8.

Radio Club set for field trials

Grumman Amateur Radio Club operators will again participate in the American Radio Relay League's annual field day exercises to test the efficiency of "ham" stations functioning under emergency conditions throughout the United States and Canada.

During the 24-hour period beginning Saturday, June 24, at 3 p.m., Grumman hams will belabor the airways from their improvised radio station at McKay Field. Their object is to rack up as many completed two-way radio transmissions as possible in the ensuing 24-hour period.

Last year in the club's 13th appearance, Grumman operators finished third in the New York City/Long Island area in the five transmitter class.

The event, headed by Jerry Bontempi, WB2MPP, president of the club, and Dave Goldblum, W2ZVJ, field day chairman, is open to all licensed hams at Grumman. Participants are asked to meet at 10 a.m. the morning of the event to help rig the station, which will be operated entirely by gasoline-driven generators. For more information, contact Dave Goldblum, xt. 86231.

Diemer twirls Jets to 13-0 victory to open slow-pitch play

It was a spectacular start for the Jets and slow-pitch twirler Bob Diemer in the Tuesday nite American softball league! What better way to start the season than by spinning a shutout? No better way, so that's what Bob did as he paced the Jets to a 13-0 win over the Condors. Teammates Marty Martinez and Bill Masone whacked homers and Mike Feola hit two doubles. Could be that the Jets, who went undefeated in league play last year and also collected top honors in the GAA invitational tourney, are going to be just as tough to beat this year. . . . The Supporters went down, too, by a 24-10 count to the Jets, with Mike Feola's four hits and three by Martinez the highlights.

In other Tuesday nite play, Sam Dastin, Bob Messler, and Jim Rembert sparked the Druids' 10-8 win over the Mohawks, while five hits by Ed Gabriel and homers by Paul Bavitz and Glenn Spacht helped Simulation down the Condors, 18-10. Gabriel, Art Frasca, Charlie McLaughlin, and Joe Nieves hit for the circuit against the Mohawks, as Simulation took another one, 17-2. . . . In the National league, Charlie Esposito's three-run clout led the Woodpeckers' 14-8 victory over the Talons, their third in a row, while earlier, Dick LaSala and Wayne Woodhams paced a 19-7 win over the Mets, and Joe Vosefski and Rob Ogilvie collected three hits each as their squad shortcircuited Digital Dynamos, 4-2. . . . Arnie Laur, Dick Reutzel, and an eight-run splurge in the second helped Campbell Kids get by the Talons, 16-6.

Here it is Wednesday, and darn if the same names dont' keep poppin' up. Ed Gabriel and Joe Vosefski—they're Tuesday night standouts—were in action once again, this time with the Sidelobes during a 7-5 win over Willy's Warriors. Both collected two hits. The Lobes made it two straight with a 16-3 victory over Q Dots as Joe Vosefski, Duffy Gallegro and Bob Savasta hit homers, a feat matched by George Dochat of the Dots. . . . The Mini-Jets—they'll sound familiar, too—whacked the Warriors 22-2 in the American loop as Brian Scheu, Cleveland Jones, and Al Grillo paced the attack. Who pitched? Bob Diemer, of course.

Golf team on top

Tony Cisco and Jim Alverson toured the Bethpage State Park Red course in two-over-par for 12 holes last week while pacing the Grumman varsity to a 6½-1½ win over LILCO in the opener of the L.I. Industrial golf circuit. In that count, Cisco dropped a birdie-4 on the 510-yard fifth hole, and Alverson scored a birdie-2 on the 160-yard 17th.

Captain Bob Holsten finished with 49, three-over-par for 12 holes played, while Steve Grey was also three over. Tony Abbate of LILCO took scoring honors with 47, one over for the match.

LILCO proved tougher in the L.I. Industrial two-man team match. Joe Martone carded 74 and Brian Benz hit 77—a 151 total—as LILCO outshot Grumman by six strokes in medal play. Bob Holsten finished with 76 and teammate Jim Alverson had 81 for Grumman on the Huntington Country Club course.

Dan Samela of the Dots flipped a nifty three-hit shutout as the Dots tripped the All Stars, 8-0, in the opener of the American loop. Tony Bartilucci had two hits in that win. In other tilts, the Sloe Pokes took the Hits, 26-10, the Hits dotted the Qs, 19-16, and then did the same to the Stars, 25-14.

The Tomcats started out with a 19-4 victory over the Hi-Balls in the Wednesday National plav. but it was all downhill after that. Next came a 10-15 loss to the Tac Jammers, followed by a 2-20 larrupin' by the Digits. Al Stalb's homer helped get the Cats off winging, but heavy hitting by the Jammers' Bob Ogilvie and Bob Pettit and the Digits' Sal Iaccarino, Jim Dimitry, and Paul Bavitz stopped that win streak at one. . . . The Jammers added another win by trumping the Diamonds, 18-5, on homers by Ogilvie, Bill Foote, Ray Manzo, and Hal Schall.

Peconic standouts

They may sound like a rock singing group, but the Whats Left are causing their opponents to sing the blues after three straight wins at Peconic. Ben Plawski and Ken Rogers hit for the circuit in a 13-3 win over New Breed; Charlie Tyler preceded that with a 400-foot homer—they have tape measures at Calverton, too?—during a 14-5 win over Met Fits. George Styles, a veteran of Peconic action, proved that Whats Left couldn't be all bad as he twirled his third straight victory, this one a 4-1 decision over Flight Development. Plawski, Rogers, and Bill Flately were the hitting stars.

When the Godsons got the contract to dispose of the Twisted Ducks in the Monday night slow-pitch loop, they made the hit with alacrity. It was all over—to coin a phrase—after the second inning as Sal Palumbo spun a four-hit 6-1 win. But how do you look good when you make a hit on a bunch of Cheeseburghers? That was the next assignment. The Godsons came off with a little ketchup on their faces as the Cheeseburgers fought back before being devoured, 18-9. Ed Montanez' homer, and heavy hitting by Ron Knight and George Carros paced the win. . . . In other contests, John Andrews homered as the Hawkeyes downed the Muffers, 8-2, Ken Keen's three-run blast and a solo shot by Ray Larsen propelled Research to a 16-3 victory over the Muffers, and Don Vazquez, John Andrews, and Bill Maceluch cashed in homers as the Hawkeyes smacked the Pub Crawlers (now there's a name!) 15-4.

Jets again

The Jets were back in action, this time in the Thursday invitational loop, and they proved in the opener, at least, that they are the team to beat this season. It was close, though, as Research scored one in the seventh to tie the ball game at one run apiece, only to watch Tom Ramberg single home pitcher Mike Sabia with the winning run in the bottom of the last inning. . . . The Shadows took two, a 21-5 decision over the Wiffles, and an 11-6 victory over the Rangers. Bob Ogilvie (you remember him), Ed Gabriel (him, too), Art Frasca, Al Grillo, and Mike Ottone hit hard.

It sounded like a replay of last season at Wyandanch. The Soul Brothers Plus opened the same way they closed —with a victory. This time it was a close one, 6-5, over the Muffers as Vic Rumore and Joe Fusaro provided the batting punch. And to prove they can win close ones, the Soul Brothers won another 6-5 game against the Pick Ups. Vic Rumore and Joe Fusaro were bat standouts in this one, too. . . . At Plant 1, the Old Timers fell before the Misfits, 5-4, as Hank Szubzda, Frank Leach, and Wes Douglas helped put away the Plant 1 champs.

Starting where they left off last season, the Tomcats of Plant 1 chalked up two victories in the Bethpage Nite Owl loop. The defending champs stalled the Machine Shop of Plant 3 by 13-3 in the opener as John Walden, Jack Nuccio, Joe Warren, and Roy Ambrosiat paced the attack, then clipped the Flyers 7-4 with the aid of Walden's homer. . . . The Machinists downed the Rustlers, 16-12, on heavy hitting by Jim Van Nostrand, Ducky Alston, Dan Meder, Bill Kraynak, and Joe Maimone.

Winning combo. Chet Baumgartner (2nd L) presents championship trophies to All Togethers, Pat Curry, Dennis Giovannelli, Joy and Paul Olenick, after they won second annual Bowling Tournament of Champions. (Photo by Bob Settles)

All Togethers cop pin title

Paced by Joy Olenick, who fired 211-533, the All Togethers captured the championship in the second anual GAA Bowling Tournament of Champions on Sunday, June 4.

Joy, her husband Paul, Pat Curry, and Dennis Giovannelli continued their hot streak that had carried them to the team title in the Blue Mixed loop this season as they rolled games of 641, 718, and 641. With a 570-pin handicap, they finished with a 2,570 total, 15 pins more than the Pacers of the Accounting league.

Twenty-seven teams entered the handicap tourney this year, which is restricted to champions of leagues rolling on Long Island. Among the other highlights were Frank Rini's 210-232-202-644, which helped the Pacers finish second to the All Togethers; Sid Weihs' 247, Jean Maresca's 215-504 scratch, and the Whoizzeas high scratch series of 2,193.

Gulfstreams end season with close win

It couldn't have been much closer going into the final round of the Patchogue Mixed loop—after all, the Gulfstreams II led the Goods Friends by only a point. And when it was all over, that's the margin that separated the two teams at the top of the Patchogue standings as the Gulfstreams held on and dethroned last year's champs. Maggie Gaynor fired 213-535 and teammate Norma Landin threw 500, but it wasn't enough as Carol Rico, Lois and Ray Haas, and Dave Struller collected team laurels. By the way, if you're interested in rolling in Patchogue next season, contact Gene Burgess, Ext. 1347.)

In the Aerospace league, Tony Rivello's 214 and Ed Lomot's 558 highlighted the final session, although the big winners were the 4 Guys—Irv Solomon, Ed Moran, Joe Aquilino, George Ulrich—who copped the team crown. . . . Summer pin action included Ned Kesin's 215-608 and Jack Juppe's 524 on the Rainbow Mixed circuit.

For Adoption

COLLIE: Fem., ped., tri-color, 1½ yr., nds. fenc. bk. yd., gd. w/child. 588-0419.

CAT: Male, altered, gentle. PI 1-3625.

KITTEN: Burmese mix, 2 mo., predom. Burmese. 586-0471.

KITTENS: 4 gray & wh., 6 wks. 289-3750.

DACHSHUND: Lg. hair, fem., 1 yr., train., all shots. Lew Gibson, Ext. 1488.

KITTENS: Gray, blk.-wh., blk., 6 wk., male & fem. MO 5-6262.

RABBIT: Blk., 2 mo. 799-5182, after 4:30 p.m.

DOG: 1 yr., mix. terrier-beagle, spay., all shots. GE 3-9337, after 5 p.m.

PUPPY: 8 mo. mix, Germ. shep./collie, gd. natured. 822-1624.

Swap

BIKE: 22 in. boy's for 26 in., gd. cond. 731-4609.

Wanted

CAR POOL: Vic. Glen Oakes & Bellerose, Queens, to Plt. 1, 7:30 - 4 p.m. 479-0508.

OUTBD. MOTOR: Used, 25, 30, 35, or 40 hp. MO 1-6520, after 5 p.m.

POSI UNIT: 3.70 rear to fit '67 GTO. Marty Fleming, Ext. 86218.

HOUSE: Vic. Waldorf sch. (Adelphi Univ.) split or col. pref. 333-5223.

MISC.: Share in summer house in Hampton Bays, Southampton area. 584-5083.

APT.: Furn., bdrm., kit., sep. ent., grnd. lvl., patio. Jack Snyder, Ext. 1261.

GUITAR: Classical type, acoustic, nylon strings. 735-7370.

MISC.: 3 A-70x13 Goodyear polys; bench type metal lathe; 3.5 or 4 hp Tecumseh mini bike eng. PY 8-4258.

CANOE: Used, alum. HA 3-8437, evgs.

PLOW ATTACH.: Rotary for Gravely garden tractor. 744-6903.

MISC.: 26 in. girl's, 3-spd. bicycle; reg. sz. ping pong tbl. OV 1-7381.

CAR: Jaguar/Mercedes, coupe or conv. or Jag Mk II, will pay up to $2,300. PY 8-0802.

SHOP MANUALS: '64 Buick, chassis & body, buy or borrow. 586-3511.

APT.: Nassau County, Aug. occup., refrig. & stove, $150/$200/mo. 796-2294.

APT.: Unfurn., Aug. or Sept. occup., $150/$175/mo., yg. work. couple. 922-6656.

ROD & REEL: For surf casting. 277-9568.

REFRIG.: Freezer, approx. 5 to 6 cu. ft. 271-2667.

VIOLIN: Pref. child sz. IV 1-7151.

REPAIR MANUAL: Pontiac Tempest for '61-'63. IV 6-4930.

For Rent

SUMMER COTTAGE: Lenoza Lake, N.Y., furn. 2 bdrm., nr. lake, $60/wk., $200/mo., $500/season. 914-482-5385.

APT.: Nassau County, 4½ rm., pvt. home, pvt. ent., nr. stores & transport. avail. 7/1. 212 386-9358.

ROOM: N. Massapequa furn. 4 mi. Grumman nr. shops & serv. desk & linens gent. pref. MY 4-5814.

ROOM: East Meadow area, furn., pvt. ent., gent. pref. GE 3-5569, after 6 p.m.

BUNGALOW: Bet. Swan Lake & Grossingers, Ferndale, N.Y., 2 bdrm., slps. 4, elec., gas, swim, boat, fish, sma. lake, $100/wk. PY 6-3887, after 5:30pm.

HOUSE: Selden, ½ acre, 2 bdrm. poss. 3, full bsmt., o.h.w. heat. gar., refrig., $225/mo., util. not incl. 732-9898, after 6 p.m.

CAMP. TRLR.: Hdtp., slps. 7, foam matt., gas range, sink, icebox, dinette, avail. now thru last wk. June, 4th wk. July, & from last wk. Aug. on. HA 7-7344.

VAC. CAB.: Adirondacks, firepl., bch., dock, boat, fish. 368-1607.

ROOM: East Meadow. furn., comp. panel., pvt. ent. & bath, refrig. 333-7849, after 4 p.m.

APT.: Hicksville, 3½ rm., pvt., nr. Grumman. WE 1-0922, after 9 p.m.

HOUSE: Hamptons, 4 bdrm., nr. Shinnecock Bay, summer. 653-5667.

APT.: Lindenhurst, 2½ rm., furn., pvt. ent., sgl. only, $150. TU 4-4847.

APT.: Huntington Sta., 2 lrg. bdrm., 1½ bath, lrg. kit., din. area, pvt. ent., Aug. occup. 271-7381.

For Rent

APT.: Cocoa Bch., nr. KSC & Disney World & bch., $100/wk. 305-671-7692.

ROOM: Baldwin, pvt. bdrm., share liv. rm., kit., & bath, pvt. ent., furn., util. pd. BA 3-3822.

TENT TRLR.: Coleman hdtp., slps. 6, all access., $11/day, avail. after July. 751-1256.

Car Pool

Sayville: To Plant 2 or vicinity, 7:30 a.m. to 4 p.m. Gavin, 589-3893.

FOREST HILLS: Flushing, 7-3:30 p.m. 212 544-5553.

Ride Wanted

LINDENHURST: To Plt. 1, 8-4:30 p.m. Phyllis Ward, Ext. 9753.

at your SERVICE

This is a free service to Grumman personnel for non-commercial advertisements, accepted on a first-come, first-served basis. Classified advertisements are carried in PLANE NEWS only on the basis that everyone replying to such advertising will receive fair and equal consideration regardless of their race, creed, color, or national origin.
Type or print ad on form available at Employees Service and Engineering counters, and send via interplant mail to PLANE NEWS, Plant 5, Bethpage. List home phone (with area code if outside Nassau or Suffolk). Limit: one ad per person per issue. No item under $10, no firearms or ammunition.

For Sale

HOUSE: Bay Shore, 4 bdrm. split ranch, 1½ bath, fam. rm., panel., 5 new appli., w-w, att. gar., 1/3 acre, nr. South Country sch. 669-4192.

HOUSE: Commack, lrg. 4 bdrm. col., 1/3 acre, lrg. kit., panel. den w/firepl., formal din. rm., w-w in liv. rm., drapes, slate foyer, 6 appli., patio, fenc., s-s, shed, 1 air cond., ohw heat, 2 zone, xtras, $41,990. 543-3784.

HOUSE: Long Bch., mother/daughter, 6 rm. up, firepl., 5 rm. down, gar., w-w, s-s, $900 tax, $28,500. LT 9-1680.

HOUSE: Holbrook, 8 rm. L shaped ranch, 2 bath, fenc. yd., lndscpd., fully carpet., 24x22 patio, att. gar., lndry., fam. rm., sunken bath in sunarium rm., brick barbeque, $35,990. 585-5392.

HOUSE: Commack, 3 bdrm., din. rm., eat-in-kit., s-s, gar., fenc., ¼ acre, fin. bsmt. w/poss. 4th, carpet, appli., nr. all pkwys, xtras, ask. $33,990, 5¼% mtge take o' avail. 543-4116.

MOBILE HOME: '70 Coachman, 20 ft., fully equip., air cond., 6,000 mi. CH 9-8856.

CAMPER: '70 VW, pop tp., AM/FM, front mtd. spare, xtra wide bed, step, $2,850. MO 9-2475.

TRAILER: Homemade util., plywood compart., camping, $50. WE 8-0514.

POOL: 12x3 ft. w/¼ hp, filt. & ladder, $40. 543-8212.

BAND EQUIP.: 2 mic stds., $20; Shure 565S, $40; Univox 12 string elec. guitar, $45; Eico 80 watt stereo amp., $45; Heath kit Ta-27 guitar amp., 45 watts, rev-trem., $50. PY 9-6512.

LAWNMOWER: 21 in. reel, self-prop., Stearns, Briggs & Stratton eng., $20 w/grass. catch., $15/without. OV 1-8134.

MISC.: Alum. slid. wind. & frames, Portalume, triple., dbl., & sgl. width, reason; pool & cov., 15x48, $50. D. Mohlenbrok, Ext. 3125.

MISC.: Storms & scrns., 3 new, wh. alum. triple track wind., 2, 31¼ x 49½ in., 1 31x41, $13/ea. SU 1-3529.

MISC.: 7 ft. pool tbl. comp. w/balls, $15; 2 tier red lea. mahog. corner liv. rm. tbl., $20; 2 bulb 3 way lgt. lamp, $10. 731-9356, after 5 p.m.

MISC.: Sears Kenmore 600 washer, used 3 mo., $125; crib, matt., stroller, car seat, play pen, etc., $40/all, will sel sep.; '68 Philco 6,600 BTU air cond., $50. 826-6539.

PIANO: 5 ½ ft. baby grand, blk. fin., $350. 423-4808.

EXERCYCLE: Nadco beauty bike, triple action cycle, synchro. act. of ped., handle bar & seat, $35. WE 5-3198, after 5 p.m.

SIBERIAN HUSKY: 2 yr., blk. & wh., $50 w/papers if agree to spay, $150 otherwise. 265-5567.

SURF BD.: 9 ft. 6 in., $35. MO 9-2892.

For Sale

POODLES: Mini blk. fem., AKC, $85/ea. 691-4165.

PUPPIES: Germ. shep., worm., exc. temp., $40. 265-4991.

LAWNMOWER: 19 in. Sears self prop. reel, $55. PR 5-7870.

LAWNMOWER: 18 in. elec. Skil., 115v-AC, 25-60 cys., 10 amp, 4,000 rpm, 100 ft. cord, 2 hp, used 3 times, $65. 212 263-6927.

CAMERA: Exakta, VX 1000, sgl. lens, reflex, Schneider Xenon, 50mm f1.9 lens, access. Charles Schnepf, Ext. 7541.

STA. WAG.: '71 Chevy Kingswood, 6 pass., fact. air, radio, pwr. steer. & bks., lug. rack. 727-2666.

SAAB: '67 suburban, R&H, 31,00 mi., $800. 757-4617.

KARMANN GHIA: '63. FR 8-9067, after 5 p.m.

VW: '68 Beetle, wh., ask. $800. 781-5621, after 6:30 p.m.

PLYMOUTH: '69 GTX, 440 c.i., bkt. seats, auto. on fl., red/blk. vinyl tp., 9,000 mi., ask. $1,900. 826-0879.

FORD: '66 Galaxie 500, drk. blue, 2-dr., vinyl tp., pwr. steer., 390 c.i., 4-bbl., auto., 5 Sears steel belt. radials, low mi., $725. 289-0175.

OPEL: '69 Rallye, 1.9 litre eng., 4-spd., gauges, radial tires, ask. $950. 928-2946.

COUNTRY SQUIRE: '67 Ford, 10 pass. wag., V-8, auto., radio, pwr. steer. & bks., w/w, Reese equal. hitch, transm. cool., orig. owner, $1,095. JU 1-4451.

TOYOTA: '70 Mark II, exec. gray, air cond., 4-spd., low mi., snows, $1,800. 698-2661.

VW: '65 conv., $650. ED 4-4748, evgs.

CHEVROLET: '71 Impala sport coupe, rosewood metal., blk. vinyl roof, blk. vinyl int., turbo hyd., pwr. steer, rear seat spkr., $400 & take o' 24 pay. of $119.27. 289-5855.

ALPINE: '63 roadster, hytp., tonneau cov., nds. crank, best offer. 884-7413, after 5 p.m.

MUSTANG: '66, wh. w/blk. vinyl tp., red int., w/w, AM radio, Panasonic stereo tape deck, heater, 6 cyl., new bat., snows. 334-0119, after 5 p.m.

CORVETTE: '65 conv., maroon, 327/350, 2 tps., AM/FM, mags, many new pts., xtras, $1,695. 543-6588.

VEGA: '71 GT coupe, 110 hp spec. perf. eng. w/dual exh., 4-spd., HD susp., front discs, mag whls., poly A70-13 tires, sport stripe, radio & tape, xtras, warr., $2,000. 724-0060, after 6 p.m.

VW: '65, low mi., new eng. & paint & tires. 293-2822.

T-BIRD: '61, 2-dr. hdtp., air cond., best offer over $200. nds. some work. 546-4623.

BOAT: 14 ft. Penn Yan, 28 hp Evinrude elec. start., xtras, ask. $400. MA 3-2425.

OUTBD.: 16 ft. cab. cruiser, slps. 2, no motor, $300. CH 9-1519.

BOAT: 22 ft. Zobel Sea Fox, lapstrake, 95 hp Chrysler marine inbd., xtra equip., $500. MO 5-4409.

BOAT: 22 ft. cust. '64 Cruiser, 110 hp I.O., hd., sink, dinette, full canv. 724-1469.

BOAT: 21 ft. Flying Finn, 100 hp Evinrude, 30 gal. gas tank, misc. equip. 941-9356.

CAB. BOAT: Finlander, 50 hp Merc elec. start., all access. & canv., $550. LT 9-3762, after 6 p.m.

SAIL. PRAM: El Toro 5612, 8 ft. 1 design, 85 lbs., comp. rig. for rac., $250. 798-5459.

SPORTSFISHERMAN: 25 ft., '60 Ulrichsen flybridge, pole sold., fish well, cush., hd., 125 hp Chrysler Crown, 3 yr., low hrs., xtras, $2,200. 587-3877.

DINGHY: 7½x3 ft., wod, new paint, oars, $60. Serge Neboshynsky, Ext. 2025.

SQUAREBACK: '67 VW, low mi., $1,100. 796-0746.

For Sale

CANOE: Grumman 13 ft. lgt. wgt. alum., $175. 543-1931, evgs.

SAILBOAT: 12 ft., all fbgl., dacron sail w/cov., trlr., Sparkler class, $450. 724-6441.

MARINE EQUIP.: Clam rake, cust., 10 ft. handle, $15; mushroom anchor, $10. MO 1-7034.

HOUSEBOAT: '71, 24 ft. fbgl., 2 burner stove, sink, blt-in icebox, port. hd., '71, 120 hp Chrysler outbd., low hrs. w/wo 4,000 lb. cap. tandem whl. trlr. w/hyd. bks. 666-5057, evgs.

BOAT EQUIP.: 6 gal. gas tank/outbd. hoses, $15; 30 hp Evinrude carb., $15; 13 ft. Mercury ctl., $20. M. Flanagan, Ext. 3260.

TORINO: '69 Ford, pwr. steer., vinyl roof, air cond., 33,000 mi. 928-0060.

BEETLE: '65 VW, 76,000 mi., orig. owner, $425. FO 8-6893, after 6 p.m.

BEETLE: '70 VW, yel., AM/FM 4/spkrs., 28,600 mi., $1,475. 967-8855, bet. 4-9 p.m.

MUSTANG: '68, 6 cyl. std., 42,000 mi., orig. owner, $1,200. 586-3782.

STA. WAG.: '64 Impala, pwr. steer. & bks., std., air cond., $395. 588-3643.

MISC.: '65 Sprite/Midget eng., 1098cc, port., incl. clutch, $100; '65 & up Sprite bump., $10/pr.; 2 xtra wide Vega whls.; gl. tp. dress. tbl. & piano stool w/skirts, $10; 2 radiator cov., $10; '65 Chevy shop manual, incl. Chevelle & Chevy 2. PY 8-4258.

PONTIAC: '68 GTO, 389/4-bbl. carb., mag whls., new Goodyear tires, stud. snows, full pwr., air cond., vinyl tp., auto. w/Hurst cons. shift, one owner, 60,000 mi., new bks., shocks, & muff. 271-1875.

AUSTIN HEALEY: '63, 3,000 Mark II roadster, red, o'drive, wire whls., $950. 265-5898, evgs.

MISC.: '67 Chrysler Newport, R&H, pwr. steer. & bks., new tires, $375; prof. drums, snare, bass, 2 tom toms, $200; 16 ft. cust. rowboat, honeycomb seats, $75. 671-0517.

TIRES: 7.75x14 Firestone snows, w/w, w/studs, mtd., 4,000 mi., $65. IV 1-5169.

TRANSMISSION: 4-spd. Chevy w/bell hous., clutch, flywhl., flt. shift, $110. C. Ketcham, Ext. 2075.

TRLR.: '72, 24 ft., fully equip., slps. 6, full bathtub, xtras WE 1-6465.

LAWNMOWER: 25 in. reel Reo Trimalawn, $100. 883-1959.

LAWNMOWER: 3 ½ hp rotary w/impulse start., 3 yr., $25. 265-8018.

PWR. LAWN SWEEP.: 24 in. Parker Pwr. Sweep, 2¼ hp Briggs & Stratton, 4 cyc., $100. HA 1-0903.

AIR COND.: 6,000 BTU Fedders wind., quiet, $85. FL 4-3200.

AIR COND.: Fedders casement mod., 5,000 BTU, used 1 season, $95. 273-6853.

AIR COND.: 8,000 BTU Fedders. 698-1169.

MOVIE CAMERA: 8 mm, Kodak, filt., lens, shade & case, $15; 500 watt Keystone proj., 400 ft. cap., $35. 731-4609.

TAPE DECK: Lafayette stereo cassette, 1 yr., $65. 744-2899.

STEREO HI-FI: Scott LT 110 FM tuner, Scott LK-72 amp, Rek-o-kut L-34 wgt. turntbl., base & tone arm w/mag. cart., 2 spkrs., ask. $125. IV 1-6247.

TAPE RECORD.: Sharp RD-702 Andante, sol. state amp., OTL, 4-trk., 2 channel stereo, monaural record. & playback, 7½, 3-¾, 1-7/8 tape spds., 4 watt music pwr., $80. 212 263-6927.

AMP. & SPKRS.: Vox super Beatle, 240 watt peak, 3 channels, 6 inputs, 4, 12 in. spkrs., 2, 4 in. horn drivers, ask. $400; Gretsch Astrojet guitar w/hard case, ask. $100. 735-5957, after 5 p.m.

TV: 23 in. G.E. cons., B&W, best offer. 277-1342, evgs.

REFRIG.: Tp. freezer, 12 cu. ft., porcelain int., full width humidrwr., best offer. 667-4927.

REFRIG.: G.E. w/freezer compart., $20. 796-9406.

WALL OVEN: Coppertone & stainless steel tbl. tp. range, 4 burner, all elec., formica tbl. tp., $85. 796-0617.

DISHWASH.: Sears Kenmore, coppertone, 2-spd. conv., 2 yr., $100. 277-4025.

AMA: EQUIP.: Nat'l. NC 270 radio recvr., Heath twoer transceiver, Globe Scout 680 transmitter. MO 9-6475.

PROF. TAPE DECK: Stereo, TEAC A-1200v w/remote ctl. unit, $200. 732-2833.

HOUSE: N. Babylon, 3 bdrm. split, xtra lrg. liv. rm., din. rm., panel. kit., panel. 1½ bath, fam. rm. & den, 2 zone h.w. heat, above grnd. pool, appli., nr. shops & sch, $32,500. MO 7-5489.

HOUSE: N. Bellmore, 3 bdrm. cape, 2 bath, att. gar., full bsmt., 80x100, nr. sch., shop., transport., lrg. fenc. in bk. yd., xtras, $28,500. 826-3579.

For Sale

HOUSE: Huntington, Dix Hills, Pt. of Woods, sch. dist. 5, exp. to 5 bdrm. farm ranch, 3½ bath, firepl., wood. acre, xtras, hi. 60s, prins. only. 643-5345.

HOUSE: Plainview, Wash. Ave. vic., 3 bdrm. hill tp. ranch, poss. 4th, ctr. hall, 2 bath, liv. rm. w/firepl., formal din. rm., lrg. eat-in-kit., den, mud/lndry. rm., 2½ car gar., patio, all appli., carpet., ¼ acre, 8 yr., xtras, ask. $57,000. 692-2738.

HOUSE: Commack/Smithtown, 4 bdrm. col., 1/3 acre., lrg. eat-in-kit., panel, den w/firepl., formal din. rm., w-w, drapes, slate foy., 6 appli.. patio, fenc., 2 zone o.h.w. heat, nr. all pkwys., xtras, $41,990. 543-3784.

HOUSE: Furn., 3 bdrm. Dutch col., panel., firepl., patio, 2 car gar., almost acre in fruit orchard, nr. pvt. bch., $39,700. 929-6291.

HOUSE: Nashua, N. H., 3 bdrm. hi ranch, 16,500 sq. ft., wood., lrg. eat-in-kit., liv. rm. & bath, up, 3 rm., ½ bath, down, 3 sep. ent., s-s, sewage, city water, dual therm. ctl. basebd. heat, walk to country club, church, shops. 603-888-2700.

HOUSE: Farmingdale split, 3 bdrm (1 panel). din. rm., eat-in-kit., 1½ batr, panel. playrm., fin. msbt., w-w, att. gar., in grnd. pool, xtras, $41,500. CH 9-6817.

HOUSE: Massapequa Shores, split, lndscpd., 1/3 acre, 2 car gar., waterview, pvt. bch. rgts., boat moor. priv., $55,990. PY 9-8764.

MUSTANG: '65, 8 cyl., 4-spd., 289, 78,000 mi., oil leak, ask. $350. PE 5-9348.

RAMBLER: '65, 4-dr. sed., new eng., 4,000 mi., $450. 731-6936.

DODGE: '66 Coronet sta. wag., 9 pass., auto., pwr. steer., $695. 473-2524.

PLYMOUTH: '56, 2-dr. sed. 785-3962.

BUICK: '68, 4-dr. Skylark sed., 350, auto., pwr. steer., R&H, w/w, snows, orig. owner, $1,350. 781-2777, after 5:30 p.m.

FORD: '64 Fairlane wag., 6 cyl., R&H, auto., orig. owner, 75,000 mi., xtras, $450. 421-2240.

CADILLAC: '69 Coupe de Ville, 27,000 mi., AM/FM, fully equip., $3,450. 265-8565.

PLYMOUTH: '65 Belvedere, 4-dr. sed., blk., 6 cyl., ask. $300. MO 7-2238.

CHRYSLER: '65, 9 pass. wag., pwr. steer., auto., snows, new carb, batt., alt., ball jts., water pump, & muff., 48,500 mi., $450. 681-7338.

FIAT: '65 conv., $400. 781-5638.

VW: '63 conv., blk., tonneau cov. & 3 yr. tp., 58,000 mi., new front end, bks., & gen., $290. AM 4-6114.

FORD: '66 Galaxie 500, V-8, $600. 234-0023.

CORVAIR: '61; '65 Olds Delta; Denmore wash. mach.; RCA TV, blk. & wh.; furniture, lamps, etc. 363-8984.

MOD. A: Ford, chassis and blast & paint., no mi. on eng., whls. & Goodyear tires, $500; other parts avail. Bob, Ext. 2133.

MFG: '67, all fbgl. cab. cruiser, 19 ft. inbd./outbd., 120 hp OMC, hd. & 2 bunks, under 100 hrs., Holsclaw tandem del. trlr., depth find., etc.. xtras. 864-4900.

BOAT: 34 ft. Jorgensen sed., flybridge, twin 210 Flagships, radio, depth find., mono. hd., CO2 sys., full galley, slps. 5. MY 1-7153.

SAILBOAT: 20 ft. Narrasketuck class, teak deck, mahog. hull, ctrbd., sloop rig. w/ trlr., ask. $700. 485-3164, after 7 p.m.

RUNABOUT: 14 ft. Grumman alum. canv. tp., cov., curt., 33 hp Johnson, $500. HA 3-6360, after 7 p.m.

SAILBOAT: Grumman alum., 13 ft. 6 in. x 59 in. beam, dacron mainsail., Cox trlr., oars, anchor, line. AN 5-5118.

MISC.: 18 hp Evinrude, $225; 14 ft. skiff, '70 Cox trlr., $165. 724-4149.

MOTOR: '71 Sears outbd., 7 hp, air cool., used 4 hrs., under warr., $150. 541-5159.

DINGHY: Penn Yan fbgl., 7 ft. w/oars & oarlocks. $80. HA 7-3649.

RUNABOUT: 17 ft., 40 hp outbd., w/trlr., $675. HR 3-2645.

POOL FILT.: Filt. Flow mod. 550, up to 21 ft. dia. pool, 1 yr., $30. JU 1-2983.

TOY POODLES: AKC, shots & papers, 3 yr. wh. male, $50; 3 yr. blk. fem., $75; 1½ yr. apricot fem., $85. 666-6996.

BOS. TERRIER: AKC, 6 mo. male, all shots, except. mark., $150. 433-2668.

PUPPY: Boxer, fawn, fem., AKC, champ sired, free on breeder's terms. OV 1-7381.

PUPPIES: Afghan hound, champ line & bred, mix. colors, AKC reg., male & fem. 884-8389.

YORKIE: 8 wk. male, tiny champ lines. mother import., EKC & AKC reg., $300. 666-7268.

For Sale

PUPPIES: Collie, AKC reg., male & fem., 7 wk., $125 to $150. 724-5312.

PUPPIES: St. Bernard, AKC, pet & show qual., 4 male, 4 fem., $100 & up. 281-2402.

FISH TANK: 30 gal. comp. setup, new lrg. dynaflow, hvy. dty. std., full hood. xtras, $50. 667-9489.

HEAT: Hot water, Rheem, 30 gal., G27, gl. lined, L.P. gas, $30. M. Olsen, Ext. 2998.

CAMPER: Pop-up, Ne Explorer, slps. 6, pull-out kit. w/2 burner stove, sink, icebox, tbl., heat. & elec. hookup{ used 2 wk., $900. 724-5592.

POLAROID: New 440. $75. PE 5-4161.

BDRM. SET: 3 pc., wh. triple dress. w/mirror, chest of dwrs., dbl-sz. bd w/bookcase hdbd., 12x12 broadloom incl., $175. WE 5-5794.

MISC.: Wroght iron tbl., 12x24x25, scroll work w/gl. tp., hand made, $20; aquarium piston pump, new cyl., piston, & belt. 785-3962.

MISC.: 2 iron TV chrs. that turn; dresser; 32x45 mirror. 433-7942.

MISC.: Bridge tbl., 4 chrs., $20; shelf unit, wood toned, approx. 5 shelves hi., 12 ft. lg., adj., $40; round kit. tbl. & 4 orange cush. swivel chrs.. $60; 2 wind. air cond., 8,000 BTU, $35/ea. 589-8171.

MOBILE HOME: '69 Liberty, 60x12, liv. rm., full bath, 2 bdrm., kit., oil heat & ctl. air., $6,800. 585-1967, after 5 p.m.

PARTS: '70 BSA motorcycle, 441cc, Victor spec. 427-5362, after 5 p.m.

MINI-BIKE: 3½ hp Kawasaki, $80. 269-4710, after 5 p.m.

HONDA: '71, 750cc, gold, crash bars & helmets, $1,350. PE 1-1839.

MINI-BIKE: '71 Rupp Sprint, front & rear susp., ext. exh., $50. WE 5-6922.

JEEP: '63, 4-whl. drive, Warn hubs, sta. wag. L78x15 tires, $625. 567-0175.

DUNE BUG.: Wh. pearl, in & out, top., side curt., fresh eng., all new mech., Firestone Indy's, $995. 694-3198.

TRUCK: '66 International step van, Metro 1200, $750. IV 5-3041.

MISC.: 2 F78x14 poly w/w tires, mtd. on Chevy whls., used approx. 500 mi.; '65 VW motor, nds. bears.; 2 VW whl. adapters for Chevy rims. JU 1-3125.

PARTS: Norberg Knight/Tarpon eng., transmission, start., gen., crankshaft, etc., $50. pick up. BA 3-3469.

WHLS.: 14 in. Keystone mags., hub cov. & nuts, fit Ford, Chrysler prod. & Amer. motors, $50/4. Raymond Kirchner, Ext. 1752.

PARTS: Schiefer alum. flywhl., new, '55-'72 Chevy; lrg. bell housing, pt. no. 30-22008, $35; '72 Z-28 intake manifold & carb, $75. JU 5-8992.

AIR COND.: For VW Bug, York compressor & evaporator ctl., ask. $45. A. Leuteman, Ext. 84800.

MISC.: 7½ amp air cond., plug in type, Whirlpool, 6,000 BTU, $110; 6,500 BTU, $120; 7,000 BTU, $140; used 1 season; 16 cu. ft. upright freezer, United, 500 lb. cap., $150. MO 7-5489.

MISC.: 4 pc. sect. sofa w/clear vinyl cov., $250; deluxe Kenmore wash., $30; 4 trk. stereo tape play for auto., $25; used cab. drs., wh. Early Amer., $10. 727-1920, after 7 p.m.

FURN.: 4 pc. contemp. sect. sofa, beige woven patt., $150. 285-5252.

FURN.: 84 in. Ital. Prov. sofa, silk w/cov., end tbls. w/marble inserts, octagonal coffee tbl., 2 hi-bk. chrs. 864-4123.

BDRM: SET: Mediterranean, pecan, 5 pc., incl. triple dress. w/dbl. mirrors, 2 yr., $600. 249-9231.

FURN.: Danish mod. couch, 72 in. lg. w/att. end tbls., $25. 681-8466.

For Sale

COFFEE TBL.: Lea. tp., mahog., 16x21x42, $20. CH 9-4007.

FURN.: Lrg. sz. sofa, Early Amer., $85; stereo cab., 2x3x6, slid. drs., shelves. W. Stead, Ext. 2767.

FURN.: Porch. set, glider, match. chr., coffee tbl., $65; wall cab., $10; std up cab., $10; sol. wood chest drws., $28; swivel bar stools, $20/ea.; humidifier, $45. 643-7588.

BABY FURN.: Lullaby wh. prov. canopy crib & match. dbl. dress.; Bilt rite Park Ave. navy coach carr. 669-9022.

MISC.: Child's met. tbl., 2 ch. set; Blazon hobby horse; colonial met. doll house & furn., met. hi-chr. w/cash.; car bed, never used; infant train. chr. 724-0573.

WASH: 1½ yr. Hotpoint auto., $85. 941-4227.

ELEC. RANGE: Wh., 36x24, 4 tp. units, oven, $20. Soymour Glick, Ext. 7226.

KIT. CHRS.: 4 wood., $25. 588-6364.

MISC.: Hamilton dry., ask. $45; Admiral wall oven & 4 burner brush. stain. steel. stove tp., $50. 694-4119.

MISC.: Kenmore wash. & Frigidaire dry., reason. 883-3890, after 4 p.m.

MISC.: 2 wag. whls., $35/ea. 289-3750.

MISC.: Chain Comb-a-long, $25; hvy. dty. pwr. grinder, $25; 1 ton Yale chain hoist, $25. 485-7150.

EXER. BIKE: $25. JU 1-8115.

MISC.: New salon type hair dry., $10; new fold. baby stroller, $10. 543-4316.

GOLF CLUBS: Woman's R.H., 1 & 3 woods, 2 thru 9 irons, putter, bag & cart, $35. 757-7112.

LGTS.: 2 new 8 ft. 4 bulb fluorescent fix., reason. WE 8-0617.

TRAIN SET: Elec. Amer. Flyer, S gage, 4-6-2 Pacific, 10 cars, switches, bldgs., $20; lrg. Erector set, blds. motor, carousel, parachute, etc., $10. 893-0765.

BICYCLE: Boy's Schwinn, 5-spd., mirror, spdometer, 2 yr., $65. 421-3882.

POOL TBL.: 8 ft., new, 5 in. honeycomb bd., sticks, balls incl., $150. GE 7-3217.

ACCORDION: Muzzi Ital. Beauty, 3 switch, 120 bass, case, mother of pearl keys, $100. 265-1930.

ELEC. ORGAN: Emanee, $15; honey blond wig, case, used once, $15. 598-0344.

PIANO: Spinet, mahog., Betsy Ross, $495. MO 1-6180, after 6:30 p.m.

PIANO: Upright, recent. reblt., $425. 884-6813.

AMA. RADIO STA.: Heathkit HW-16, compact CW transceiver, 50-90 watt, spkr., crystals, ant., $105. 751-1256.

EQUIP.: Tram C.B. base radio, all 23 channels, trans. & recv.; Sonar mod. G, 7 channels, used as bas or mobile unit. 666-8526, after 5 p.m.

DRAFT. EQUIP.: K & E Leroy letter. set; Leroy reservoir pen set; Leroy pen clean. kit.; K & E Jacob's 48 in. straight edge w/cord brackets & lock, Microlita scale set; Dietzen poweraser; asst. scales & mat'l., $100. 928-2743.

ENGAGE. RING: .79 carat, emerald cut, $380. AN 6-1739.

AIRPLANE: '58 Piper Apache, hangared, full radios. 717 253-3777 after 7 p.m. call col.

HOUSE: Massapequa, 4 bdrm. col., 3 yr., panel., w-w, bsmt., 2 car gar., fenc. 80x80 pool, $39,800. 798-7104.

PROPERTY: Thousand Isl. vic., riverfront prop., $990/acre. 751-2715.

HOUSE: Levittown, 4 bdrm. cape, 24x12 patio w/awn., brick barbecue, fenc. yd., w-w, nr. stores, sch., trans., $29,500. PE 1-4976.

Picnic Junior Gloves

Entry registration

Entrant's name .....

Age ..... Weight .....

Sponsor's name .....

Dept. ..... Plant ..... Ext. .....

Entries are to be forwarded to John Koloski
Plant 1 Employee Services Office

For Sale

HOUSE: Wantagh, dist. 23, 4 bdrm. cape, fam. rm., w-w, s-s, firepl., patio, fenc., o.h.w. heat, 100 amp elec., mod. kit., 1½ car gar., $1,100 tax, nr. pky. & country pk., pool, $30,990. 785-1597.

HOUSE: Commack candy sect., 4 bdrm. hi ranch, 2½ bath, lrg. ent. foyer, ¾ acre, lndscpd., s-s, in grnd. pool, firepl., cir. drive., air cond., carpet., appli., xtras, $47,900. 368-7268.

HOUSE: N. Merrick, 4 bdrm. col., fin. bsmt., w-w, den, 2 full bath, 2 car bar., fully lndscpd., all appli., xtras, nr. shop., $39,750. 221-1097.

HOUSE: Medford, 7 rm split, bath, playrm., gar., carner plot, 101x150, brick front, $29,500. 289-3750.

MOBILE HOME: Syosset, adjoin. Plt. 33, Great Lakes, dbl. Exspando, 10x54 ft., liv. rm., master bdrm., slide out 8 ft. on side. CA 1-8156.

CAMPER: '70 Apache tent trlr., Falcon, fly, slps. 4, $450. 731-3143.

POOL: Filt. & pump, 2 units, 1 charcoal type for 18 ft. pool, 1 mart. type for 12 ft. pool, reason. 724-6050.

GTO: '67 conv., pwr. steer., Hurst auto., Hurst mags, new rear wind., $1,000. 751-2946.

MUSTANG: '65, pwr. steer. & bks., V-8, AM/FM/SW tape stereo, air cond., alarm, $700. MA 1-9171, after 5 p.m.

VW: '67 Bug, comp. eng. o'haul, 0 mi., sunroof, ask. $875. 541-2835.

GTO: '69, 400 c.i., V-8, 3-spd., cons., tach., gauges, 8 trk., Rally whls., ask. $1,700. 589-2912.

VW: '69 Bug, std., lgt. blue, radio, roof rack, $1,200. 543-2623.

MINI BIKE: '71 Bonanza, 5 hp, new clutch & bk. sprocket, $225. 543-8616, after 5:30 p.m.

BOAT: 17 ft. Thompson, 80 hp elec. Evinrude, Navy tp., side curt., aft cov., full moor. cov., 2, 6 gal. gas tanks, batt., ctrls., tach, full CG equip., extras, trlr., $950. 724-5574.

FIREBIRD: '68 conv., 350, pwr. steer. & bks., auto., new bks. & tires, stereo, alarm, $1695. 744-0967, after 5 p.m.

HOUSE: No. Babylon, 6 rm. ranch, 3 bdrm., scrn. porch, stor. rm. in paint. cellar, 100x140, fenc., new paint, 2 appli., $42,000. 586-1182, after 6 p.m.

HOUSE: Huntington Vill., 4 bdrm., 33 ft. liv. rm., firepl., oak panel, beam. ceil., carv. wormy chestnut furn., $34,000. HA 7-7819, evgs.

LAWNMOWER: Lawn Boy, recent. o'haul., $30. WE 1-0922, after 9 p.m.

RIDER MOWER: '71 Bradford Wildcat, 8 hp B/S eng., 26 in. cut, ft. bk. & clutch, 3-spd., forward & rev., $250. 581-6815, after 6:30 p.m.

FENCE: Approx. 175 ft. cyclone, 42 in. hi. w/brackets, posts, gate, etc., $125. FR 8-6849.

POOL FILT.: Cartridge type, gd. up to 3x24 pool, $20 2 cart. incl. 735-5261.

CAMERA: Bell & Howell movie, super 8, $50; Bell & Howell auto. load proj., super 8, $40. YA 4-6567, after 4:30 p.m.

MAVERICK: '70, lgt. blue, 31,000 mi., 210 c.i., 6, auto., accent group, radio, w/w, carpet., 2 snows, $1,650. 669-4115.

OLDSMOBILE: '65 Delta 88, 2-dr. hdtp., pwr. steer. & bks., R&H. WE 8-8065.

VW: '65, new paint, tires, bks., & front end, $650. 473-1927.

TIRES: VW, 2 stud. snows, 1 reg., 2 rims, $30. 293-2822.

HONDA: '71, CB350, low mi., tour. hand grips, 2 helmets, 2 visors, $720. MY 4-5582.

HONDA: '71, 175cc, elec. start, 3,200 mi., $500. PE 5-2259.

MOTORCYCLES: '59 Triumph Cub, equip. for off rd., $125; '55 NSU 250, rd. mach., $75, handbks. & spares for both. HA 3-2045.

MOTOR BIKE: Made from 20 in bike frame, 2 cyc. Jacobsen eng., belt driven w/centrif. clutch, twist grip throttle & hand bk., kill switch, new bk. tire, ask. $50. LT 9-2164, after 6 p.m.

MINIBIKE: Cheta, new 3½ hp Tecumseh eng., new clutch, $100. 751-0805.

OLDSMOBILE: '63 F-85, 2-dr., auto., pwr. steer., 60,000 mi., one owner, new tires, $650. 757-1552, after 7 p.m.

RAMBLER: '62 American, blue, 8-trk. stereo, snows, $252. 588-4140, after 3 p.m.

MISC.: 2 Buco Internat'l. motorcycle helmets, blue metal flake w/1 pr. goggles, $30/pr.; 1 pr. roller derby shoe skaes, sz. 12, man's, blk., w/metal carry box, $10. 888-8327, after 6 p.m.

CHAIN SAW: New, McCulloch, access., $115. 549-4820.

For Sale

SKIFF: 21 ft., 75 hp Johnson, trlr., $400. HU 8-3215.

HOUSE: N. Massapequa, 7½ rm. split, 3 bdrm., 1½ bath, bsmt., gar., w-w, panel. foyer & hall, lndscpd., wood resid. area, $41,000. 293-8343.

HOUSE: Northport Vill., 4 bdrm. cape, fin. bsmt., pvt. rd., w-w, firepl., 3 zone hot water heat, $34,-000. 757-5881.

HOUSE: E. Setauket, 4 bdrm., 1½ bath, din. rm., panel. den, 4 appli., w-w, 2 zone o.h.w. heat, patio, 16x31 above grnd. pool, xtras, $29,900. 473-1921, after 6 p.m.

HOUSE: Commack, lrg. 4 bdrm. col., 1/3 acre, lrg. kit., panel. den w/firepl., formal din. rm., w-w in liv. rm., drapes, slate foyer, 6 appli., patio, fenc., xtras, $41,990. 543-3784.

HOUSE: Lindenhurst, 6 rm. cape, firepl., encl. breezeway, att. gar., full bsmt., $29,900. 226-3740.

PROPERTY: ITT Fla. Palm coast,, waterfront, o'sz. lot, prime area, $13,500. 751-2509.

PROPERTY: Brentwood, ½ acre, develop, area, $8,-000. 884-6530, after 5 p.m.

DIN. RM. SET: 6 ft. china cab. w/gl. front, 6 chrs. buffet oval din. tbl. w/2 leaves opens to seat 12 tbl. pads & gl. tps. for buffet & tbl make offer. 799-6941 after 5:30 p.m.

POOL: 15x4 Oceanic, comp. w/filt., ladder, cov., etc., used 2 seasons, $95. PE 5-1218.

STOVE: 36 in. Caloric gas, w/oven, broiler, 4 burners, clock/timer, lgt., stor. comp., wh. porcelain, nds. new thermo., $25. WE 5-2821.

GAME TBL. SET: Den, 5 pc., blk.-wrought iron, ped. tbl., 30x30, wal. wood grain formica tp., wh. patent lea. round seats, $45. 757-2212.

OLDSMOBILE: '63, F-85, auto., pwr. steer. & bks., 2-dr., $125. Gus Hormuth, Ext. 7461.

OBITUARIES

Plane News has received word that death has come to the Grumman personnel listed below. We extend sincere sympathy to relatives and friends.

ALEXANDER MILAN died May 22 at the age of 43. He had worked in Material Control, Plant 77, Stuart, and he had been with Grumman six years. His home was at 810 Media, Jensen Beach, Fla.

BIAJO W. LOTITO of Facilities Maintenance, Plant 12, died May 24 at the age of 63. He had been with the Company 10 years. He lived at 31 Monaco Ave., Elmont.

WALTER S. ANDERSON of Configuration Data Management, Plant 1, died June 3. He was 57 years old and had been with Grumman since 1942. His home was at 226 Indian Head Rd., Kings Park.

JOHN A. WALNER III of Fuselage Joining, Plant 55, Savannah, died June 4 at the age of 23. He had been with the Company three months. He lived on Route 1, Springfield, Ga.

LEO R. STEELE of Engineering, Plant 88, Point Mugu, died June 8 at the age of 51. He had been with Grumman nine years and he lived at 1711 N. Temple Ave., Camarillo, Calif.

NEIL C. MUNRO of Business Development, Plant 5, died June 9. He was 43 years old and had been with the Company since 1958. He lived at 7 Pine Hill Dr., Dix Hills.

JOSEPH A. NICOLETTI of Manufacturing Test Plants Management & Staff, Plant 27, died June 10 at the age of 53. He had been with Grumman since 1940, and he lived at 46 Seaside Ave., North Patchogue.

ROBERT C. BARTH died June 12 at the age of 61. He was an Engineering administrator, Plant 14, and he had been with the Company 27 years. His home was at 7 Manor Ave., Hempstead.

For Sale

RECORD PLAY.: Port. hi-fi., auto. w/2 sep. spkr. encl., contour & rumble ctrl., $40. AN 1-8728.

VW: '62 sed., nds. some work, $200. 735-7082, after 5 p.m.

CORTINA: '69, 2-dr., auto., low mi., R&H, $850. 271-8226.

PONTIAC: '65 Catalina, pwr. steer. & bks., fact. air cond., auto., R&H, new tires, $750. WE 5-5792.

MUSTANG: '65 conv., 6 cyl., auto., pwr. steer., R&H, 6 tires (2 snows) red, stick on fl., $650. 536-2193, bet. 6-10 p.m.

AUTO PARTS: '68 Corvette remnants, hdtp., blk. vinyl, whl. cov., misc. 883-5177.

ENG.: Pontiac, 326 c.i., 285 hp, recent o'haul, comp. w/4-bbl., alter., start., 4-spd. clutch (less trans.) comp. wired & comp. cool. sys., $125; spare parts for '64 conv. avail. 581-5328.

TIRES: 2 Mickey Thompson, J-70, 15 in. w/chrome slot. mags, fits Chevy, ctr. hubs, $115. IV 9-0464, after 4:30 p.m.

MISC.: 5 Plymouth-Dodge whls., 14 in. rims; serv. manual for '61 Plymouth, carb, air filt., $20. 921-8253.

CAMPER VAN: '67 Dodge travelwagon, fact. van conv. w/collaps. metal tp., slps. 4 adults, 2 child., gas stove, elec. icebox, sink, dinette, 318, V-8, auto., hvy. dty. bks., batt., alter. & cool. sys., $1,995. 922-3114.

PICKUP: '71 Chevrolet truck, 4-whl. drive, 10,000 mi., '71 Winnebago camper w/sink, stove, chem. hd., xtra batt., slps. 4, used once. Fred Trusnovec, Ext. 57-414.

TRAVEL TRLR.: '69 Tag-A-Long, 14 ft., slps. 6, self cont., xtras, $1,250. 281-8063.

TRAVEL TRLR.: '70, 13 ft., slps. 4, stove, oven, sink, awn., xtras. 665-0213, after 5.

TRLR. HITCH: 2 in., trunk, '63 Buick, $15. 757-3497, after 6 p.m.

PLYMOUTH: '66 Belvedere II, 4-dr., std., 6 cyl., 35,000 mi., $900. 433-6535.

CADILLAC: '65 hdtp., 2-dr., wh., 2 mtd. snows, all pwr. incl. pwr. locks, tilt whl., AM/FM, burglar alarm, $850. 781-9846.

CHEVROLET: '68 Malibu, 4-dr. sed., 39,000 mi., mtd. snows, manual, $1,400. 669-2345.

SAAB: '67 sta. wag. rebit. eng., transmission, clutch, xtras, $500. 265-7852, evgs.

RANCH.: '67 Ford, pwr. steer., 8 cyl., $1,000. CA 1-8597.

VW: '69 red conv., xtra tp., 52,000 mi., $1,000. JU 4-7252, evgs.

STA. WAG.: '63 Rambler, 6 cyl., 4-dr., new front bks., batt., balljoints, clutch, & rear tires, rebit. transmission, new valve job, rebit. gen., AM/FM, $275. IV 6-4930.

FERRARI: '65, 330GT 2+2, 5-spd., pwr. wind., air cond., low mi. 473-2260.

PONTIAC: '65 LeMans conv., V-8, 4-spd. stick cons., pwr. steer., $550. 473-8393.

FIAT: '70, 850 Spyder, red conv., blk. tp., 4-spd. synchro, radio, Pirelli radials, new clutch & bks., $950. 212 849-2477, after 6 p.m.

TOYOTA: '69 Corolla sta. wag., grey-red int., 17,000 mi., new snows, $1,000. Art Kingfield, Ext. 7629.

DATSUN: '69, 2,000, 5-spd., 135 hp, tonneau cov., fog lamps, $1,500 or best offer. 676-0724.

CADILLAC: '66 Coupe de Ville, gold w/blk. vinyl tp., full pwr., climate ctl., $1,500. 822-4685.

MGB: '67, AM/FM, remov. tape deck, cons., wd. whl., wire whls., xtras, ask. $975. 724-6814.

MG: '70 Midget Mark III, wire whls., radial tires, xtras, $1,300. 226-8698.

BUICK: '64 Riviera, 50,000 orig. mi., steer. & bks., air cond., bkt. seats, tilt steer. whl., R&H, serv. manual, $500. 433-4898.

CORVAIR: '67, auto., 2-dr., $426. JU 5-8995.

OPEL WAG.: '68, R&H, roof rack, new clutch, red, 4 cyl., std. 928-3745.

RAMBLER: '65, new eng., 4-dr., 4,000 mi., $450. 731-6936.

PUPPIES: Mix breed, part German short hair pointer, male & fem. 981-0179.

GUINEA PIGS: 2, 1 mo. 929-6732.

MOTORCYCLE: '72 Kawasaki, S2, 3 cyl., 350cc, red, 900 mi., ask $825. 692-2738.

MOTORCYCLE: Yamaha, 305 cc, windshld., low mi., $400. 888-0422.

MOTOR BIKE: V belt drive, centrif. clutch, twist grip throttle, chopper frame, $30 or best offer. GE 3-7706.

SUZUKI: '71, 125 Stinger, 5-spd., 1,000 mi., xtras, $350. WE 5-3179, after 5 p.m.

HONDA: '71, 100cc, $350. AN 1-0984.

For Sale

MINIBIKE: '70 Stellar maxi, 3½ hp, cast rims, swing susp., motorcycle ctl., $100. CH 9-8411.

YAMAHA: '69, blk., '68 blue, YLI-E, 00cc, twin 2 cyl., $300/'69, $275/'68, $500/both. JU 6-0461.

MINI BIKE: '71 Rupp Sprint, 3½ hp, front & rear susp., ext. muffl., $150. WE 5-6922.

TRAVEL TRLR.: '68, 21 ft., tandem whls., comp. self cont., slps. 8, sway ctl. bars, Kelsey-Hayes bks., transmission cool., awn. & scrn. rm., xtras, ask. $2,500. 751-0279.

TRAVEL TRLR.: '63 Winnebago, 18 ft., stove, oven, elec. refrig., slps. 7, outside outlet, veneer fin. inside, $1,350. 747-4358.

MAG. WHLS.: 4, 15 in., 1 pc. alum. const. spoke design w/lugs & caps for Corvette, fits Chevy, Chevelle, Camaro, $100. 585-5530.

VW ENG.: '68, 53 hp, comp. frm clutch to muff., rebit. & inst., $175. 273-6239.

PARTS: Chevy sm. block, 283 hds., $35; sol. cam & lifters, $35; hyd. cam & lifters, $25; std. o'sz. piston bear. & main bear., $20. 201-672-8084.

GOLF CARTS: 2, hand, lrg. whls., $15. Bud Potter, Ext. 512-351, Plant 77.

GOLF CLUBS: Comp. set of Wilson irons, woods & cov., new putter & bag w/plastic tubes as dividers, used twice, $120. 333-0249.

PING PONG: Tbl. & paddles, $15; mushroom & chain, 25, 50, 75 lbs., $15/ea. PI 2-7964, after 6 p.m.

ANCHOR: 100 lb. mushroom, 40 ft., 5/16 galv. chain, alum, buoy w/xtras, $75. WE 1-2339.

POOL FILT.: Replace. cart., 7,500 gal. cap., $35. 921-0865.

VEND. MACH.: 2 candy, 1 coffee, soup, choc., reason. 261-7322.

FENCE PICKETS: 400 used cedar, reason. PI 1-7494, after 5 p.m.

TYPEWRITER: Quiet Royal port., w/case. AN 5-1830, after 3 p.m.

TRANSCEIVER: Hallicrafters SR-150 w/match. pwr. supply & spkr., 80-10 meters, sgl. sideband Vox or Mox, 150w pep, 125w CW, 100 KC, xtal calibrator, manual, $285. WA 1-2842.

TRACTOR: 6 hp w/plow, discs, 7 hp, 48 in. cut, pull behind lawnmower, $500. AN 5-0399.

MOWER: Toro reel, self-prop. w/grass catch., sharp. & tuned, $28. TU 4-0059.

BABY CARR.: Coach type, w/w tires, $18. HA 7-9683.

MISC.: Kit. furnish., wall cab., sink, stove, fl. cab., reason. MO 9-5814.

PET CARRIER: Travel cage, suit. sma. dog or cat, hand made, locks, sturdy open scrn., $15. 623-2987.

HOUSE: West Babylon, mother & daughter cape, 9 rm., 2 bath, fin. bsmt., gar., lndscpd, xtras, $42,000. MO 1-0355.

HOUSE: 4 blks. S. State Pkwy., 4 lvl. split mother-daughter, 4 bdrm., 2 new kit., & comp. baths, ctl. air cond., all drapes & carpet., 2 blks. school & shops, xtras, $48,000. 667-0528.

HOUSE: Commack, 4 bdrm., din. rm., fam. rm., eat-in-kit., w/wishwash., 2 car gar., bsmt., ctl. air cond., s-s, 16x30 patio w/slate roof, $41,000. 543-9021.

HOUSE: Levittown, exp. 4 bdrm cape, tile bath, w-w in liv. & din. rms., remod. eat-in-kit., ohw heat, s-s, gar., prof. lndscpd., o'sz plot, xtras, $30,500. 731-7931.

HOUSE: Oceanside, 7 rm. split, 3 lrg. bdrm., 2 full bath, fin. bsmt., 14 ft. ctl. hall, lrg. cov. patio, gar., xtras, nr. shop. & sch., $44,950. RO 6-6369, after 6 pm.

HOUSE: Bethpage, 4 bdrm. hi-ranch, o'sz. plot, 5 yr., lrg. eat-in-kit., 1½ bath, huge fam. rm., dbl. gar., carpet air cond. appli. $40,000. 731-7860.

HOUSE: Westbury Hills 3 bdrm. brick split, 2½ bath, 2 car gar., semi fin. bsmt., ¼ acre, lrg. liv. rm., din. rm., fam. rm., eat-in-kit., patio w/slid. drs., s-s, 3 air cond., ohw heat, $23,300 take o'mtge. @ 6%, $42,500. 333-5223.

HOUSE: Islip Vill., 3 bdrm. ranch, treed ½ acre, Bayberry Pt. s. of Montauk Hwy., appli., mod. kit., lrg. liv. rm., din. area, den w/firepl., lrg playrm. w/panel. cath. ceil., deck, 2 full bath, fully lndscpd., $45,000. 581-0333.

HOUSE: Farmingdale, 5 rm. ranch, lndscpd., col. int., firepl., country kit. w/barbecue hearth, xtras, $55,000. 694-3540.

HOUSE: E. Patchogue, 3 bdrm. split, 80x100, 2 car gar., $17,900. 423-0136, evgs.

PROPERTY: E. Quogue, 4/5 acre, wood., lvl. grnds., s. of Montauk Hwy., $10,000. 55-982-4382.

AMA. RADIO STA.: Heathkit HW-16, transceiver, 50-90 watt CW rig w/crystals, spkr. & ant., less than yr., $110. 751-1256.

For Sale

MISC.: 12 in. Craftsman hedge trim., $15; 20 panels ¼ masonite, 4x4 ft., $30. 587-0330.

FURN.: Couch & match. chr., ital. prov., wood arms & legs, blue uphol. cush. & bk., best offer. 724-0743.

DIN. RM. SET: 6 ft. trestle pine tbl., opens to 8 ft., 6 chrs., incl. cust. pads, 6 mo., $550. 541-2076.

MISC.: New port. typewriter; 9x12 vel. blue rug; fbgl. drapes; early Amer. TV std.; 2 Danish mod. chrs.; round mod. coffee tbl. 541-2076.

COUCH: 4 pc. sect., gold, $75. 378-5612.

MISC.: Wood wall cab. w/slid. drs., $10; fl. lamp, ceil, reflect. on base bronze std., $12; 3 pc. alum. glider, match. chr., coffee tbl., $65. 643-7588.

COLOR TV: RCA cons., nds. work, Sams photofact incl., $30. 293-3854.

TV: 21 in. G.E., swivel cons., cons., B&W, $10. 735-7082.

REFRIG.: 14 cu. ft. Frigidaire, self defrost., mini freezer, whi., $90 or best offer. HT 4-2253.

FREEZER: Marquette, upright, 700 lbs., ask. $200. OV 1-5146, after 4:30 p.m.

REFRIG.: '50, 6 cu. ft. G.E. w/freezer comp., $20. 796-8288.

ACCORDION: Full sz., elec., $125; 15 in. spkr., amp., Harmony mod. 525, $125; $225/both. 724-3808.

ACCORDION: La Tosca Biviano 88, Gretsch, full sz., $250. 724-7039.

AIR COND.: For casement wind., Admiral 6,000 BTU, used 1 season, $80. PI 1-1943.

AIR COND.: Philco, 5,000 BTU, $75. MO 9-4937, after 6 p.m.

MISC.: 2 Penna reel type lawnmowers, $15; Figurama reduc. mach, $15; Craftsman hand mower; G.E., 12 cu. ft. refrig., $15; 2 man hand saw; exh. fan; dishes; man's o'coat, sz. 40. CH 9-8416, after 5.

LAWNMOWER: 20 in. rotary, 4 cyc., 3 cut, hgt. pos., $25; 12x15 wh. shag carpet, best offer over $10. 751-1382, after 6 p.m.

SAILFISH: 14 ft. fbgl., Alcort, new, $475. Mike, Ext. 2133.

PACEMAKER: '61 S/F, 30 ft., F.B., twin 125 hp, '70 Chrysler, S/S w/remote, fume det., eng. sync., depth find., RDF, outriggers, elec. hd., pressure water, propane gas range, more, $6,990. IV 6-4452.

CAB. BOAT: 32x10, slps. 6, draft 2½ ft., nds. paint, $450. AT 6-9715.

CAMERAS: Projectors, movie, still, all equip., new & used. IV 1-6247, evgs.

CAMERA: Pentax 6x7, new, $600. 212 923-8509.

HOUSE: Smithtown, 4 bdrm. hi-ranch, eat-in-kit., din. rm., den, 2½ bath, 2 car gar., s-s, w-w, xtras, $37,500. 724-8631.

HOUSE: 3 bdrm. ranch, 60x100 fenc. plot, att gar., termite proof, ohw heat, w-w, 4 appli., $30,000. 423-6903, after 7 p.m.

HOUSE: Setauket, 4 bdrm. col., 3 master sz., 2½ bath, eat-in-kit., den w/firepl., 2 car gar., air cond., heat. bsmt., s-s, w-w, ½ acre, lndscpd., $49,990. 751-6943.

MOBILE HOME: '70 Mariette, 12x60, 2 bdrm., skirts & front steps, blk. & wh., $8,000. 727-1693.

plane
GRUMMAN
news

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Say Education-with-Industry valuable two-way experience

It's a two-way street, the Education With Industry Program that the Air Force and Grumman have entered into during the past seven years. "We consider such participation a privilege and believe that it has been a productive experience," says Bill Zarkowsky, President of Grumman Aerospace.

Under the EWI arranagement, Air Force officers spend 10 months with an aerospace company to prepare themselves for positions in Air Force Procurement and Systems Management; those who have participated in the past have expressed appreciation for the cooperation and friendly help they have had during their Grumman assignments.

Last Monday Zarkowsky presented certificates of achievement to the two officers who have just completed their 10-month tour with Grumman: Maj. Maurice E. Turcotte and Capt. Patrick J. Tuffey. From last September until this June these two have had discussions with management personnel as an orientation experience, followed by short assignments of one or two weeks in a number of departments. In Phase 3 they specialized in subjects that would directly help their careers.

Major Turcotte's assignment for the last three months has been with the E-2C Program, working in Plant 15 with Jim McManus of Program Management and concentrating on possible future applications of the E-2C. He is a career man in the Air Force and now will be assigned to Hanscom Field as a staff procurement officer, where he hopes to be working in research and development. His specialty is electronics systems. He attended navigation school a year and electronic warfare school a year. Major Turcotte was a flight instructor for nearly five years at Mather AFB, Calif., and he spent 7½ months in combat duty in Vietnam. His wife and three children will go with him to Massachusetts.

Space tour

Expressing an interest in a space assignment for his Phase 3 tour, Captain Tuffey was placed in Plant 25 working with Pat Hoeper, Program Operations Management on the Space Shuttle. He soon found himself just as involved in hard work and long hours as the other Shuttle personnel. "In a situation of this kind you see why personal sacrifice is required and you can observe at close range the organization that goes into developing a program of this size," he commented. Both he and Major Turcotte have remarked on the fact that the Education With Industry experience far surpasses what can be gathered from textbooks.

Captain Tuffey, replying to a question on "the two-way street," said he felt that as an outsider he had something to offer as well as to receive. "People listen — if you establish some validity," was his comment.

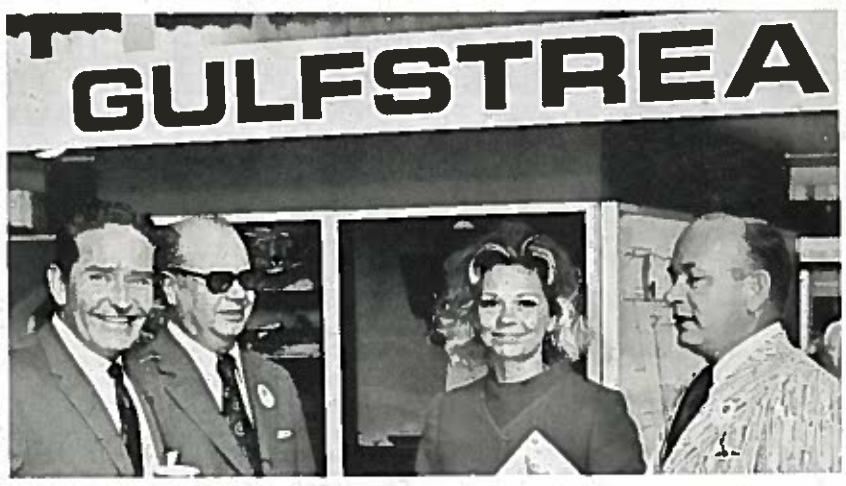
He came to Grumman from Malmstrom AFB in Montana, where he was on the launch crew for the Minuteman II Missile. He served in armaments and electronics in support of a fighter unit in Ubon, Thailand, in '65 and has been an avionics officer for F-4Us. In 1967 he became a missile officer serving on launch crew and missile maintenance. With his wife and three children and two dogs, he is now headed for an assignment at the Los Angeles Air Force Station Space & Missile Systems Organization.

The EWI Program at Grumman is under the jurisdiction of the Training & Development Department. Ken Rodgers is the coordinator.

So long. Air Force officers Capt. Pat Tuffey (L) and Maj. Maurice Turcotte wound up a 10-month tour with Grumman by chatting with Grumman Aerospace President Bill Zarkowsky and Capt. Bob Belter (R), NAVPLANTREP, Bethpage. Zarkowsky presented leather-framed certificates testifying to their completion of Education With Industry course. (Photo by Fred Annette)

Out of the past

Fred Hamilton of Engineering Services, Plant 5, has a lot of ghosts in his family background. One of them walked the other day. He discovered that Lois Sparta, his secretary for more than two years, is his third cousin; her great grandfather and Hamilton's great grandmother were brother and sister. A listing of 11 children in an old family Bible was the clue.



Transpo exhibit draws record turnout

It's been estimated that some 100,000 people took a good view of the Grumman-built 51-foot Tracked Air Cushion Research Vehicle (TACRV) while it was on exhibit May 27 through June 4 at Dulles International Airport, Washington, D. C.

TACRV—along with such other Company products as the Tomcat, the Grumman Allied Motorhome, A-6 Intruder, the Grumman Gulfstream II, and a number of other aircraft—made a hit at the show, where a host of products made by other companies were exhibited.

The day prior to the show, Secretary of the Department of Transportation John Volpe (shown with President Bill Zarkowsky) met with many officers of many companies engaged in the transportation business. Present, too, was Chairman of the Board of Grumman Aerospace Lew Evans, pictured here with Gerry Gerard of Grumman's Washington office and Lt. Col. Ted Jaspers and his wife. Jaspers is the Army's Mohawk Project officer.

The TACRV is a revolutionary high-speed vehicle that literally is designed to ride on a cushion of air along a guideway. According to Volpe, "Our goal of a balanced transportation system must also include a call for balance between man and his environment. I feel confident that with this vehicle we are on the right track." This he said at the dedication of TACRV last April.

The next step for TACRV is testing at the High Speed Ground Test Center at Pueblo, Colo. Those tests will probably run for 18 months or more.

The tests will aim at gathering the technical data required for the design of a passenger-carrying system.